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TWELFTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

OF THE

STATE OF NEW YORK,

For the Fiscal Year Ending June 30, 1894.

TRANSMITTED TO THE LEGISLATURE JANUARY 2, 1895.

COMMISSIONERS:

SAMUEL A. BEARDSLEY, | MICHAEL RICKARD,
ALFRED C. CHAPIN.

VOLUME II

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1895.

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TABLE OF CONTENTS.

	PAGE.
Tabulated statements of all annual reports filed with the Board.....	6–69
List of railroad companies organized since July 1, 1884, from which no reports have been received; roads not built or but partially built	70–74
Tabulated statement of accidents, surface street roads	75
Annual reports of surface steam railroad companies	77–699
Annual reports of elevated steam railroad companies	703–723
Annual reports of palace-car and sleeping-car companies	725
Annual reports of surface street railroad companies..	731–1007

TABULATED STATEMENTS

OF

ANNUAL REPORTS.

TABLE

ROADS IN OPERATION —

Comparative Statement of Gross Earnings from Operation, Operat

Income from all sources for years

"*" denotes

NAME OF ROAD.	1893.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Addison and Pennsylvania	$94,193 23	$61,788 20	$32,405 03	$9,145 07
Adirondack	175,308 58	123,557 26	51,751 32	3,815 48
Albany and Susquehanna	4,296,896 21	2,280,172 22	2,018,723 99	.....
Allegheny and Kinzua	42,443 22	41,141 28	1,301 94	.....
Attica and Freedom	16,718 88	17,331 16	*612 28	252 90
Bath and Hammondsport	34,196 81	16,899 38	17,297 43	377 75
Boston and Albany	9,964,641 65	7,130,103 28	2,834,538 37	205,233 40
Brooklyn, Bath and West End	108,518 77	113,510 31	*4,996 54	.....
Brooklyn and Brighton Beach	98,713 42	66,774 27	31,939 15	500 00
Brooklyn and Rockaway Beach	75,965 78	45,087 57	30,878 21	.....
Buffalo, Rochester and Pittsburg	3,169,567 65	2,218,238 64	951,329 01	45,724 11
Carthage and Adirondack	133,079 92	84,305 49	48,774 43	605 08
Catskill Mountain	49,481 74	27,589 15	21,892 59	242 43
Central New York and Western	33,639 58	27,308 33	6,331 25	58 87
Chateaugay	180,356 23	116,234 13	64,132 10	.....
Chateaugay Lake	c.....	.....	.....	.....
Clove Branch	6,447 80	9,737 84	*3,290 04	96 50
Connecting Terminal	203,587 61	74,647 82	128,939 79	.....
Cooperstown and Charlotte Valley	56,251 85	45,467 03	10,784 82	786 47
Dansville and Mount Morris	c.....	.....	.....	.....
Delaware, Lackawanna & Western	9,299,558 81	4,637,925 85	4,661,632 96	.....
Dunkirk, Allegheny Val & Pittsb'g	306,381 89	229,911 60	76,470 29	434 50
Elmira, Cortland and Northern	418,227 58	274,339 87	143,887 81	960 64
Elmira and Lake Ontario	730,731 77	658,396 59	72,335 18	.....
Elmira and Williamsport	1,189,795 92	808,053 99	381,741 93	.....
Fall Brook	777,986 61	470,087 05	307,899 56	271,418 26
Fitchburg	7,418,409 59	5,542,689 01	1,875,720 58	288,888 10
Fonda, Johnstown & Gloversville	273,186 98	166,703 17	106,483 81	1,833 21
Genesee and Wyoming Valley	25,347 16	13,154 27	12,192 89	.....
Glen Haven	e	.....	.....	.....
Grand View Beach	12,491 47	8,692 67	3,798 80	187 50
Greenwich and Johnsonville	43,700 29	28,551 08	15,149 21	292 40
Island	64,106 36	37,613 63	26,492 73	1,252 50
Kaaterskill	15,660 20	10,841 51	4,818 69	.....
Kanona and Prattsburgh	17,750 17	12,292 27	5,457 90	.....
Keeseville, Aus. Chasm & Lake Cham.	15,668 87	13,140 54	2,528 33	876 86
Kinderhook and Hudson	44,321 57	19,695 04	24,726 53	.....
Lake Champlain and Moriah	76,227 92	58,613 50	17,614 42	662 12
Lake Shore & Michigan Southern	23,553,307 17	16,110,887 26	7,442,419 91	493,568 58
Lebanon Springs	64,652 15	71,158 69	*6 506 54	1,878 23
Lehigh and Hudson River	507,169 15	342,561 43	164,607 72	20,141 45
Lehigh Valley Railroad	f	.....	.....	.....
Lima and Honeoye Falls	g	.....	.....	.....
Little Falls and Dolgeville	g	.....	.....	.....
Long Island	4,300,337 96	2,833,891 43	1,466,446 53	481,253 29
Malone and St. Lawrence	h	.....	.....	.....
Marine	10,125 50	8,662 52	1,462 98	.....
Middleburgh and Schoharie	10,959 98	8,173 84	2,786 14	.....
Middlesex Valley	22,586 13	14,349 42	8,236 71	106 82
Middletown, Unadilla & Water Gap	47,720 01	26,528 00	21,192 01	174 00

A.

SURFACE STEAM.

ing Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1893 *and* 1894.

deficiency.

	1894.				
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
$41,550 10	$82,677 80	$59,474 02	$23,203 78	$6,993 18	$30,196 96
55,566 80	165,234 98	125,390 77	39,844 21	6,807 52	46,651 73
2,018,723 99	3,968,797 76	2,205,999 53	1,762,798 23	.....	1,762,798 23
1,301 94	30,745 11	22,683 68	8,061 43	.....	8,061 43
*359 29	a.....	.....	.....	.....	.....
17,665 18	34,215 88	17,692 22	16,523 60	396 00	16,919 60
3,069,771 77	8,951,714 73	6,000,218 72	2,951,496 01	238,561 80	3,190,057 81
*4,996 54	107,304 89	86,716 79	20,588 10	4,695 25	25,283 35
32,439 15	91,188 50	66,937 37	24,246 13	500 00	24,746 13
39,578 21	68,333 59	48,239 04	20,104 55	.....	20,104 55
997,053 12	2,664,870 02	1,853,236 02	811,634 50	39,588 22	851,222 72
49,379 51	b.....	.....	.....	.....	.....
22,135 02	44,551 31	28,944 60	15,606 71	5 97	15,612 68
6,390 12	64,333 00	60,572 90	4,260 10	169 49	4,429 19
64,122 10	88,563 50	108,762 92	*20,199 42	.....	*20,199 42
.....	48,985 73	40,573 01	8,412 72	2 17	8,414 89
*3,198 54	6,374 58	9,309 70	*2,935 12	68 00	*2,867 12
123,939 79	178,441 77	86,064 57	92,377 20	.....	92,377 20
11,571 29	59,880 76	40,150 91	19,729 85	466 63	20,196 48
.....	9,912 31	13,121 75	*3,209 44	.....	*3,209 44
4,661,632 96	8,506,345 76	4,594,559 80	3,911,785 96	.....	3,911,785 96
76,904 79	243,298 10	346,938 99	*103,640 89	239 00	*103,401 89
144,848 45	363,374 75	249,726 91	113,647 84	1,651 56	115,299 40
72,335 18	575,208 30	567,151 11	8,057 19	.....	8,057 19
381,741 98	850,576 05	659,615 03	190,961 02	.....	190,961 02
579,317 82	643,011 75	424,301 86	218,709 89	210,319 37	429,029 26
2,164,608 68	6,592,593 14	4,803,911 41	1,788,681 73	272,562 34	2,061,244 07
108,317 02	217,141 01	152,369 55	64,771 46	457 36	65,228 82
12,192 89	24,180 68	17,949 11	6,231 57	.....	6,231 57
.....	e 5,214 34	6,159 10	*944 76	.....	*944 76
3,986 30	10,995 63	9,856 66	1,138 97	.....	1,138 97
15,441 61	40,119 01	30,200 35	9,918 66	405 17	10,323 83
27,745 23	51,556 19	26,307 39	25,248 80	1,500 00	26,748 80
4,818 69	11,175 39	11,522 61	*347 22	.....	*347 22
5,457 90	16,363 39	12,304 72	4,058 67	.....	4,058 67
3,405 19	16,269 19	12,719 23	3,549 96	.....	3,549 96
24,726 13	35,057 45	18,494 84	16,562 61	.....	16,562 61
18,276 54	32,408 64	37,537 38	*5,133 74	576 02	*4,557 72
7,985,988 49	21,265,680 70	14,250,910 95	7,014,769 75	409,370 63	7,424,140 38
*4,928 31	64,867 91	63,729 35	1,138 56	171 65	1,310 21
184,749 17	490,857 43	347,727 38	143,130 05	16,800 75	149,930 80
.....	f 15,844,960 34	11,588,366 45	4,256,093 89	1,561,396 25	5,817,490 14
.....	6,139 05	6,303 44	*164 39	152 53	*11 86
.....	21,093 00	7,345 12	13,747 88	.....	13,747 88
1,947,699 82	4,143,433 13	2,690,084 61	1,453,348 52	431,256 76	1,884,605 28
.....	h 3,795 06	3,330 41	464 65	4,000 00	4,464 65
1,433 96	8,437 82	10,435 86	*1,948 04	.....	*1,948 04
2,785 14	11,691 83	8,581 00	3,110 83	.....	3,110 83
3,343 53	25,961 81	19,398 35	6,563 46	.....	6,563 46
21,366 01	50,973 81	29,416 50	21,557 31	164 48	21,721 79

TABLE

ROADS IN OPERATION —

Comparative Statement of Gross Earnings from Operation, Operat-

Income from all sources for years

"*" denotes

NAME OF ROAD.	1893.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Mohawk and Malone	$346,343 99	$331,548 09	*$85,294 10	$61 21
Mount McGregor	9,048 14	13,410 08	*4,361 94	6,915 54
Newburgh, Dutchess and Conn.	167,587 99	135,179 45	32,408 54	156 46
New Jersey and New York	331,833 75	273,870 28	57,963 47	.....
New York and Canada	938,935 97	750,664 69	188,271 28	.....
New York Central and Hudson Riv.	43,961,846 63	30,631,732 87	13,330,113 76	2,974,846 52
N. Y. C., H. R. and Fort Orange	2,816 34	2,517 58	298 76	.....
New York, Chicago and St. Louis	6,556,875 64	5,236,118 38	1,320,757 26	8,527 38
New York, Lake Erie and Western	30,638,078 63	20,271,695 57	10,366,383 06	1,093,586 63
New York and New England	6,413,061 55	4,481,940 42	1,931,121 13	6,035 56
N. Y., New Haven and Hartford	17,923,069 57	12,405,934 27	5,517,135 30	400,418 22
New York and Northern	616,303 73	532,589 08	83,714 65	2,609 62
New York, Ontario and Western	3,688,173 92	2,697,783 36	990,390 56	75,060 00
New York and Rockaway Beach	252,700 16	197,170 84	55,529 32	2,395 60
New York and Sea Beach	83,839 91	67,767 00	16,072 91	31,353 66
Niagara Junction	g	.....	.....	.....
Northern Adirondack	140,719 92	86,875 00	53,844 92	8,090 03
Ogdensburg and Lake Champlain	850,175 22	597,062 58	253,113 64	3,887 00
Orange County	44,120 06	23,019 63	21,100 43	.....
Otis Elevating	5,214 01	3,549 23	1,664 78	.....
Owasco River	10,353 11	9,304 07	1,049 04	.....
Penn., Po'keepsie and Boston	202,859 83	172,370 44	30,489 39	.....
Philadelphia and Reading	41,842,748 24	25,611,916 27	16,200,831 97	708,150 24
Phila., Reading and New England	1,022,218 06	988,862 44	34,355 64	.....
Port Jervis, Monticello and N. Y.	53,052 66	42,329 60	10,723 06	.....
Poughkeepsie and Eastern	10,296 36	19,175 26	*8,878 90	29 00
Prospect Park and Coney Island	171,332 23	140,059 22	31,273 01	17,361 79
Rensselaer and Saratoga	2,501,381 09	1,508,908 54	992,472 55	9,545 00
Rochester and Lake Ontario	29,909 10	20,888 68	9,020 42	2,080 46
Saranac and Lake Placid	g	.....	.....	.....
Schoharie Valley	14,560 49	12,042 08	2,518 41	1,122 49
Seneca Electric	11,006 40	6,631 03	4,375 37	330 00
Silver Lake	24,144 13	12,893 47	11,250 66	35,095 21
Skaneateles	33,046 59	27,221 19	5,825 40	1,842 54
South Brooklyn R. R. and Terminal	7,683 83	4,064 56	3,619 27	10,763 21
Staten Island Rapid Transit	1,054,031 57	716,064 53	337,967 04	.....
Sterling Mountain	21,686 59	18,153 95	3,533 64	522 60
Stony Clove and Catskill Mountain	59,767 35	35,711 93	24,055 42	.....
Syracuse, Binghamton & New York	936,353 18	503,730 96	432,622 22	4,070 32
Syracuse, Geneva and Corning	789,771 46	508,682 32	281,089 14	.....
Tioga	345,751 84	162,675 89	183,075 95	.....
Ulster and Delaware	433,468 93	292,909 35	140,559 58	5,372 69
United States and Canada	10,877 53	12,671 66	*1,794 13	.....
Wallkill Valley	161,167 88	94,113 95	67,053 93	1,271 26
Wellsville, Coudersport and P. C.	30,266 84	13,222 13	17,044 71	.....
Western N. Y. and Pennsylvania	3,716,638 52	2,517,125 97	1,199,512 55	1,006 13
	$234,351,615 20	$157,126,964 48	$77,225,650 72	$7,242,112 88

A — (*Continued*).

SURFACE STEAM.

ing Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1893 *and* 1894.

deficiency.

	1894.				
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
*$85,163 89	b	.....	.....	.....	.....
2,533 60	25,254 38	$8,839 79	*$3,575 41	.....	*$3,575 41
22,565 00	157,952 12	134,808 12	23,149 00	$159 21	23,308 21
57,963 47	331,886 50	268,857 68	63,028 82	.....	63,028 82
168,271 26	805,329 32	650,723 78	154,606 04	.....	154,606 04
16,304,960 28	41,062,648 28	27,960,981 98	13,101,666 30	2,595,552 31	15,697,218 61
298 76	2,136 00	2,135 35	65	.....	65
1,229,284 64	6,180,995 38	4,952,008 34	1,228,987 04	5,600 40	1,234,587 44
11,459,969 69	26,308,743 95	18,126,441 37	8,182,302 58	1,177,987 28	9,360,289 86
1,987,156 69	5,393,895 56	4,085,153 73	1,308,741 83	2,880 79	1,311,622 62
5,917,653 52	25,281,875 06	17,932,709 48	7,349,165 58	404,490 41	7,753,655 99
86,324 27	fd 293,971 98	253,872 15	40,099 78	2,696 14	42,795 92
1,065,450 56	3,842,119 63	2,627,879 21	1,214,240 42	75,090 00	1,289,330 42
57,854 32	225,100 52	214,950 15	10,150 37	2,425 00	12,575 37
47,426 57	83,659 21	77,558 19	6,101 02	29,476 01	35,577 03
.....	12,205 08	14,948 20	*2,743 12	.....	*2,743 12
61,934 95	116,891 44	86,237 43	30,654 01	.....	30,654 01
257,000 64	781,090 61	522,661 01	258,429 60	4,563 03	262,992 63
21,160 43	46,185 16	28,539 52	17,645 64	.....	17,645 64
1,664 78	8,091 33	4,559 36	3,531 97	.....	3,531 97
1,049 04	7,066 00	7,298 04	*233 04	.....	*233 04
30,489 39	i	.....	.....	.....	.....
16,906,984 21	j 300,039 61	284,457 15	15,582 49	.....	15,582 49
34,355 64	779,576 00	768,331 14	11,194 86	1,492 71	12,687 57
10,723 06	52,502 81	43,268 35	9,234 46	.....	9,234 46
*8,839 90	46,667 09	40,965 39	5,701 70	1,224 45	6,926 15
48,634 80	144,920 86	153,208 59	*8,287 73	18,534 42	10,246 69
1,002,017 55	2,174,135 53	1,415,739 05	758,396 48	.....	758,396 48
11,100 88	18,055 32	6,855 41	11,199 91	1,187 30	12,387 21
.....	21,047 05	8,118 11	12,928 94	.....	12,928 94
3,640 90	11,010 75	7,673 19	3,337 56	.....	3,337 56
4,705 37	9,251 25	6,325 63	2,925 62	320 00	3,245 62
46,345 57	21,489 65	12,229 33	9,260 32	26,558 23	35,818 55
7,667 94	30,902 26	18,404 38	12,497 88	2,021 82	14,519 70
14,382 43	8,923 93	4,559 43	4,364 50	10,980 46	15,344 96
337,967 04	1,031,373 24	664,731 56	366,641 68	.....	366,641 68
4,056 24	19,372 18	15,537 73	3,834 45	448 75	4,283 20
24,055 42	45,673 77	26,072 30	19,601 47	.....	19,601 47
426,693 04	888,096 83	485,460 27	402,636 56	25 00	402,661 56
281,089 14	645,158 22	436,015 44	209,142 78	.....	209,142 78
183,075 95	274,981 44	146,849 17	128,132 27	.....	128,132 27
145,832 27	428,055 61	289,150 08	138,902 53	943 73	139,846 26
*1,794 13	13,018 17	14,272 69	*1,259 52	.....	*1,259 52
68,225 19	138,313 69	98,975 97	39,337 72	874 57	40,212 29
17,044 71	26,340 99	16,106 51	10,234 48	.....	10,234 48
1,200,518 68	3,011,901 91	2,214,355 47	797,546 44	9,325 26	806,871 70
$84,468,763 60	$197,967,315 47	$137,040,574 21	$60,916,741 26	$7,584,135 38	$68,500,876 64

TABLE

ROADS IN OPERATION —

Comparative Statement of Gross Earnings from Operation, Operat-

Income from all sources for years

"*" denotes

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New Jersey and New York	331,833 75	273,870 28	57,963 47	.....
New York and Canada	938,935 97	750,664 69	188,271 28	.....
New York Central and Hudson Riv.	43,961,846 63	30,631,732 87	13,330,113 76	2,974,846 52
N. Y. C., H. R. and Fort Orange	2,816 34	2,517 58	298 76	.....
New York, Chicago and St. Louis	6,556,875 64	5,236,118 38	1,320,757 26	8,527 38
New York, Lake Erie and Western	30,638,078 63	20,271,695 57	10,366,383 06	1,093,586 63
New York and New England	6,413,061 55	4,481,940 42	1,931,121 13	6,035 56
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New York and Sea Beach	83,839 91	67,767 00	16,072 91	31,353 66
Niagara Junction	g	.....	.....	.....
Northern Adirondack	140,719 92	86,875 00	53,844 92	3,090 03
Ogdensburg and Lake Champlain	850,176 22	597,062 58	253,113 64	3,887 00
Orange County	44,120 06	23,019 63	21,100 43	.....
Otis Elevating	5,214 01	3,549 23	1,664 78	.....
Owasco River	10,353 11	9,304 07	1,049 04	.....
Penn., Po'keepsie and Boston	202,859 83	172,370 44	30,489 39	.....
Philadelphia and Reading	41,842,748 24	25,641,916 27	16,200,831 97	706,150 24
Phila., Reading and New England	1,023,218 08	988,862 44	34,355 64	.....
Port Jervis, Monticello and N. Y.	53,052 66	42,339 60	10,723 06	.....
Poughkeepsie and Eastern	10,296 36	19,175 26	*8,878 90	39 00
Prospect Park and Coney Island	171,332 23	140,059 22	31,273 01	17,361 79
Rensselaer and Saratoga	2,501,381 09	1,508,906 54	992,472 55	9,545 00
Rochester and Lake Ontario	29,939 10	20,888 68	9,050 42	2,080 46
Saranac and Lake Placid	g	.....	.....	.....
Schoharie Valley	14,560 49	12,042 08	2,518 41	1,122 49
Seneca Electric	11,006 40	6,631 03	4,375 37	330 00
Silver Lake	24,144 13	12,893 47	11,250 66	35,095 21
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Staten Island Rapid Transit	1,054,031 57	716,064 53	337,967 04	.....
Sterling Mountain	21,686 59	18,153 95	3,533 64	522 60
Stony Clove and Catskill Mountain	59,767 35	35,711 23	24,055 42	.....
Syracuse, Binghamton & New York	936,353 18	503,730 96	432,622 22	4,070 82
Syracuse, Geneva and Corning	789,771 46	508,682 32	281,089 14	.....
Tioga	345,751 84	162,675 89	183,075 95	.....
Ulster and Delaware	433,468 93	292,909 35	140,559 58	5,272 69
United States and Canada	10,877 53	12,671 66	*1,794 13	.....
Wallkill Valley	161,167 88	94,113 95	67,053 93	1,271 26
Wellsville, Coudersport and P. C.	30,266 84	13,222 13	17,044 71	.....
Western N. Y. and Pennsylvania	3,716,688 52	2,517,175 97	1,199,512 55	1,006 13
	$234,351,615 20	$157,126,964 48	$77,225,650 72	$7,243,112 88

A — (*Continued*).

SURFACE STEAM.

ing Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1893 *and* 1894.

deficiency.

	1894.				
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
*$55,162 89	b	.....	.....	.....	.....
2,553 60	$5,254 38	$8,829 79	*$3,575 41	.....	*$3,575 41
23,565 00	157,952 12	134,803 12	23,149 00	$159 21	23,308 21
57,963 47	331,886 50	268,857 68	63,028 82	.....	63,028 82
188,271 28	805,329 32	650,723 78	154,606 04	.....	154,606 04
16,304,960 28	41,082,648 28	27,980,981 98	13,101,666 30	2,595,552 31	15,697,218 61
298 76	2,136 00	2,135 35	65	.....	65
1,329,284 64	6,180,995 38	4,952,008 34	1,228,987 04	5,600 40	1,234,587 44
11,459,969 69	26,308,743 95	18,126,441 37	8,182,302 58	1,177,987 28	9,360,289 86
1,987,156 69	5,393,895 56	4,085,153 73	1,308,741 83	2,680 79	1,311,422 62
5,917,653 52	25,281,875 06	17,932,709 48	7,349,165 58	404,490 41	7,753,655 99
86,324 27	fd 293,971 93	253,872 15	40,099 78	2,696 14	42,795 92
1,085,450 56	3,842,119 63	2,627,879 21	1,214,240 42	75,090 00	1,289,330 42
57,854 32	225,100 52	214,950 15	10,150 37	2,425 00	12,575 37
47,426 57	83,659 21	77,558 19	6,101 02	29,476 01	35,577 03
.....	12,205 08	14,948 20	*2,743 12	.....	*2,743 12
61,934 95	116,591 44	86,237 43	30,654 01	.....	30,654 01
267,000 64	781,090 61	522,661 01	258,429 60	4,563 03	262,992 63
21,160 43	46,185 16	28,539 52	17,645 64	.....	17,645 64
1,664 78	8,091 33	4,559 36	3,531 97	.....	3,531 97
1,049 04	7,066 00	7,298 04	*232 04	.....	*232 04
30,489 39	i	.....	.....	.....	.....
16,908,962 21	j 300,039 64	284,457 15	15,582 49	.....	15,582 49
34,355 64	779,576 00	768,381 14	11,194 86	1,492 71	12,687 57
10,723 06	52,502 81	43,268 35	9,234 46	.....	9,234 46
*8,829 90	46,667 09	40,965 39	5,701 70	1,224 45	6,926 15
48,634 80	144,920 86	153,208 59	*8,287 73	18,534 42	10,246 69
1,002,017 55	2,174,135 53	1,415,739 05	758,396 48	.....	758,396 48
11,100 88	18,055 32	6,855 41	11,199 91	1,187 30	12,387 21
.....	21,047 05	8,118 11	12,928 94	.....	12,928 94
3,640 90	11,010 75	7,673 19	3,337 56	.....	3,337 56
4,705 37	9,251 25	6,325 63	2,925 62	320 00	3,245 62
46,345 57	21,489 65	12,229 33	9,260 32	26,558 23	35,818 55
7,667 94	30,902 26	18,404 38	12,497 88	2,021 82	14,519 70
14,382 43	8,923 93	4,559 43	4,364 50	10,980 46	15,344 96
337,967 04	1,031,373 24	664,731 51	366,641 68	.....	366,641 68
4,056 24	19,372 18	15,537 73	3,834 45	448 75	4,283 20
24,055 42	45,673 77	26,072 30	19,601 47	.....	19,601 47
436,698 04	888,096 83	485,460 27	402,636 56	25 00	402,661 56
281,089 14	645,158 22	436,015 44	209,142 78	.....	209,142 78
183,075 95	274,981 44	146,849 17	128,132 27	.....	128,132 27
145,832 27	428,065 61	289,150 08	138,902 53	943 73	139,846 26
*1,794 13	13,013 17	14,272 69	*1,259 52	.....	*1,259 52
68,325 19	138,313 69	98,975 97	39,337 72	874 57	40,212 29
17,044 71	26,340 99	16,106 51	10,234 48	.....	10,234 48
1,800,518 68	3,011,901 91	2,214,355 47	797,546 44	9,325 26	806,871 70
$84,468,763 60	$197,967,315 47	$137,040,574 21	$60,916,741 26	$7,584,135 38	$68,500,876 64

TABLE A—

ROADS IN OPERATION—

Comparative Statement of Gross Earnings from Operation, Operat-

Income from all sources for years

"*" denotes

NAME OF ROAD.	1893.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Brooklyn	$1,935,683 84	$1,091,713 56	$843,970 28	$11,447 62
Kings County	941,620 07	563,823 05	377,797 02	284 63
Manhattan	11,086,359 85	5,586,300 55	5,500,059 30	140,000 00
Sea View	13,128 47	9,816 06	3,312 41	2,209 57
	$13,976,792 23	$7,251,653 23	$6,725,139 01	$153,941 82

ROADS IN OPERATION—

Operated by Mechan-

Albany	$407,8'4 41	$241,459 42	$166,394 99	$7,336 94
Amsterdam	44,598 05	32,399 55	12,198 50	.....
Atlantic Avenue	784,008 26	670,309 05	113,699 21	56,672 62
Atlantic City	36,728 95	26,472 60	10,256 35	2:8 43
Binghamton	86,719 88	50,275 52	36,444 36	3,656 86
Broadway (Brooklyn)	463,485 56	356,022 05	107,463 51	2,775 17
B'way Ferry and Metropolitan Ave.	36,329 36	39,413 28	*3,083 92	129 21
Brooklyn City	3,760,744 00	2,741,564 36	1,018,879 64	75,4[illegible]3 95
Brooklyn City and Newtown	490,014 30	326,961 68	163,052 62	494 39
Brooklyn Heights	369,885 64	227,950 04	141,935 60	7,047 91
Brooklyn, Queens Co. and Suburb.	l	.....	.....	.....
Buffalo	1,114,008 53	691,579 35	422,429 18	24,061 13
Buffalo, Belevue and Lancaster	g	.....	.....	.....
Buffalo, N. Me. St. & Tonaw'da Elec.	1,056 05	1,335 74	*279 69	.....
Buffalo and Williamsville Electric.	3,475 22	2,694 32	781 60	.....
Cayadutta	g	.....	.....	.....
Citizens' (Fishkill)	27,3[illegible]6 39	16,718 72	10,657 67	322 50
City of Poughkeepsie	20,202 88	18,686 05	1,516 83	.....
Coney Island and Brooklyn	313,053 28	207,839 40	105,213 88	1,500 00
Court Street and East End	9,177 22	12,348 76	*3,171 54	.....
Croestown (Buffalo)	250,135 73	166,902 08	83,233 65	1,547 16
Dunkirk and Fredonia	23,178 89	9,630 28	13,548 61	762 72
Elmira and Horseheads	74,653 58	58,096 16	16,557 42	883 24
Flushing and College Point	15,004 47	21,987 57	*6,983 10	342 12
Glens Falls, Sandy Hill and Ft. Ed.	37,669 72	26,664 94	11,004 78	.....
Hornellsville and Canisteo	7,300 35	2,798 89	4,406 53	15 00
Hornellsville Electric	13,718 52	11,938 32	1,780 20	130 00
Houston, W. St and Pavonia Ferry,	3,170,703 40	2,133,556 [illegible]3	1,037,147 57	4,136 83
Hudson Electric	17,940 [illegible]8	10,821 81	6,918 27	.....
Ithaca	21,506 95	14,032 89	7,474 13	82 50
Jamaica and Brooklyn	72,060 44	50,519 99	21,540 45	4,684 96
Jamestown	75,948 55	65,723 72	10,224 83	1,434 35
Johnst'n, Gloversville & Kingsboro,	14,976 65	12,919 89	2,056 76	541 00
Kingston City	31,502 09	26,982 56	4,519 53	.....
Long Island City and Newtown	31,376 45	51,258 03	*19,881 58	3,[illegible]32 50
Metropolitan Street	n	.....	.....	.....
Middletown-Goshen Traction Co.	g	.....	.....	.....
Newburgh Electric	23,202 45	22,324 48	877 97	306 04
Niagara Falls and Susp. Bridge	48,084 90	31,561 18	16,523 72	488 15
Olean	10,854 51	8,760 00	2,[illegible]94 51	.....

(*Continued*).

ELEVATED STEAM.

ing Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1893 *and* 1894.

deficiency.

	1894.				
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
$355,417 90	$1,755,162 55	$1,076,662 30	$678,600 25	$5,916 84	$684,517 09
378,061 65	742,230 10	508,972 21	233,257 89	.....	233,257 89
5,640,059 30	10,158,576 60	5,589,640 18	4,621,536 42	311,677 68	4,933,214 10
5,521 98	10,431 72	10,070 46	361 26	633 10	994 36
$6,379,060 83	$12,661,500 97	$7,127,745 15	$5,533,755 82	$318,227 62	$5,851,983 44

SURFACE STREET.

ical Traction.

$173,731 93	$424,427 10	$249,169 20	$175,257 90	$4,301 00	$179,558 90
12,198 50	38,358 43	33,471 88	4,996 55	.....	4,926 55
170,371 84	897,535 72	604,586 43	292,949 29	64,549 49	357,498 78
10,494 78	30,717 56	28,282 20	2,334 76	177 31	2,512 07
40,101 22	108,710 18	64,677 90	44,032 28	.....	44,032 28
110,233 68	l 241,960 38	171,380 21	70,550 17	736 96	71,3 7 13
*2,954 71	l 22,760 91	29,162 51	*6,401 60	.....	*6,401 60
1,094,343 59	k	.....	.....	.....	.....
163,547 01	591,346 96	336,918 07	254,428 89	364 70	254,793 59
143,963 51	4,208,1.7 45	2,578,391 73	1,629,725 72	189,339 49	1,819,065 21
.....	l 239,428 46	199,081 56	40,346 90	1,063 60	41,410 50
446,490 31	1,191,273 94	686,307 87	504,966 07	17,500 90	522,466 97
.....	31,482 63	26,165 42	5,317 21	4,230 81	9,548 02
*279 69	8,235 95	12,287 24	*4,051 29	.....	*4,051 29
781 60	12,124 64	8,607 19	3,517 45	146 98	3,664 43
.....	51,019 00	39,012 99	12,006 01	.....	12,006 01
10,980 17	29,692 56	21,456 72	8,235 84	.....	8,285 84
1,516 83	m	.....	.....	.....	.....
106,718 88	306,977 21	215,796 96	91,180 25	3,286 58	94,466 83
*3,171 54	2,623 14	5,614 28	*2,931 14	.....	*2,93 14
84,780 81	306,833 22	187,996 50	118,836 72	.....	118,836 72
14,306 33	20,107 36	9,411 07	10,696 29	611 78	11,308 02
17,440 66	73,105 21	64,400 71	8,704 50	543 20	9,247 70
*6,640 98	14,969 30	23,257 20	*8,287 90	.....	*8,187 90
11,004 78	43,205 83	33,414 41	9,791 42	.....	9,791 42
4,421 53	19,056 11	10,063 59	8,992 52	.....	8,992 52
1,910 20	13,047 32	14,115 57	*1,068 25	.....	*1,068 25
1,041,284 40	n	.....	.....	.....	.....
6,918 27	15,006 01	9,784 06	5,221 95	.....	5,221 95
7,556 63	41,896 59	21,631 37	20,265 22	.....	20,2 5 22
26,175 41	l 34,706 18	27,476 04	7,230 14	2,756 02	9,986 16
11,659 18	73,947 47	64,040 87	9,906 60	1,423 13	11,329 73
2,597 76	s	.....	.....	.....	.....
4,519 52	46,467 41	29,037 50	17,429 91	.....	17,429 91
*16,249 08	28,259 24	43,410 81	*15,161 57	.....	*15,161 57
.....	n 5,351,812 70	3,223,955 58	2,127,857 12	46,652 82	2,174,509 94
.....	3,275 42	3,060 58	214 89	.....	214 89
1,184 01	3,465 30	1,129 04	2,336 26	.....	2,336 26
17,611 87	59,446 63	36,735 24	22,711 39	6,751 07	29,462 46
2,694 51	25,928 46	18,806 59	7,121 87	.....	7,121 87

TABLE A —

ROADS IN OPERATION — SURFACE STREET —

Comparative Statement of Gross Earnings from Operation, Operat-

Income from all sources for years

"*" denotes

NAME OF ROAD.	1893.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation	Income from other sources than operation.
Ossining Electric	m.....	.....	.....	.....
Oswego	$21,830 28	$17,910 35	$3,919 93	.....
People's (Syracuse)	145,525 15	109,262 58	36,262 57	$1,332 99
Pt. Richmond and Prohib. Pk. Elec.	8,173 35	19,842 05	*11,668 70	.....
Rochester	798,761 44	430,082 61	368,678 83	17,065 28
Rochester Electric	55,861 92	37,509 56	18,352 36	562 50
Rochester and Irondequoit	g.....	.....	.....	.....
Schenectady	74,142 95	54,890 13	19,252 82	.....
Sea Cliff Inclined Cable	1,028 25	765 22	263 03	.....
Steinway	167,405 35	181,016 00	*13,610 65	420 00
Syracuse Consolidated	232,522 86	196,197 07	36,325 79	610 62
Syracuse Street	g.....	.....	.....	.....
Third Avenue	1,657,538 86	1,153,895 78	503,643 08	93,799 99
Tonawanda Electric	15,661 66	10,035 56	5,626 10	.....
Tonawanda Street	3,341 09	2,905 38	435 71	.....
Troy City	479,846 17	228,584 39	251,261 78	1,479 82
Union (New York city)	324,606 30	187,524 80	137,081 50	575 00
Union (Saratoga Springs)	24,502 30	8,167 96	16,334 34	.....
Utica Belt Line	148,607 31	92,530 61	56,076 70	.....
Utica and Mohawk	30,783 30	24,686 33	6,095 97	91 77
Watertown	34,798 62	32,477 56	2,321 06	70 00
Westchester Electric	g.....	.....	.....	.....
Yonkers	46,593 10	39,110 26	7,482 84	274 00
	$16,179,260 67	$11,217,697 58	$4,961,563 09	$314,918 62

Operated by

Babylon	$662 80	$602 50	$60 30	.....
Central Crosstown	535,382 97	367,282 39	168,100 58	$4,002 75
Central Park, North and East River	246,000 05	142,093 57	103,906 48	4,289 43
Cortland and Homer	10,209 72	10,088 08	121 64	.....
Deerfield and Utica	3,874 89	3,301 17	573 72	.....
Dry Dock, East B'way and Battery	730,517 05	546,814 51	183,702 54	38,551 65
Eighth Avenue	787,472 89	568,212 65	219,260 24	13,048 68
Forty-second St. and Gr'd St. Ferry	399,550 01	229,406 47	170,143 54	5,060 88
Forty-sec'd St., Man. & St. Nic. Av.	675,652 50	540,972 56	134,679 94	2,445 02
Frankfort and Ilion	3,728 20	2,131 47	1,596 73	71 00
Fulton and Oswego Falls	5,239 94	3,661 62	1,578 32	.....
Herkimer and Mohawk	8,068 05	3,791 28	4,276 77	.....
Huntington	6,474 01	3,686 82	2,787 19	.....
Larchmont	3,626 75	3,275 90	350 85	.....
Metropolitan Crosstown	844,888 07	562,770 66	282,117 41	2,994 61
Mohawk and Ilion	7,078 91	4,749 39	2,329 52	.....
New York and Harlem	1,090,838 35	778,104 80	312,733 55	53,423 20
Ogdensburg	5,852 76	6,064 31	*211 55	781 02
Oneida	6,053 95	4,217 72	1,836 23	50 00
Oneida Street (Utica)	126 77	293 64	*166 87	.....

(*Continued*).

Operated by Mechanical Traction.

ing Expenses, Net Earnings, Income from other sources, and Gross

ending June 30, 1893 *and* 1894.

deficiency.

	1894.				
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
.....	$22,602 95	$20,493 99	$1,608 96	.....	$1,608 96
$2,919 96	21,952 54	13,981 25	7,971 29	.....	7,971 29
87,595 56	p 122,084 39	87,573 68	35,450 71	$59 00	35,519 71
*11,668 70	9,285 57	13,560 38	*4,274 81	.....	*4,274 81
325,744 06	753,786 97	419,261 53	334,425 44	625 05	335,050 49
13,915 86	50,385 54	36,567 92	13,817 62	.....	13,817 62
.....	o 16,836 28	11,592 70	5,243 58	11,003 35	16,246 93
19,252 89	20,857 33	19,458 42	1,398 91	.....	1,398 91
263 03	1,376 80	947 43	428 37	.....	428 37
*13,190 65	179,143 74	119,013 79	60,131 95	94,351 08	154,483 03
36,986 41	199,349 13	199,409 25	*60 12	1,443 70	1,383 58
.....	p 28,220 31	17,416 81	11,503 50	14 00	11,517 50
597,443 07	1,777,971 96	1,040,258 86	737,713 07	60,772 05	798,485 12
5,686 10	12,985 89	11,710 92	1,294 97	39 46	1,264 43
435 71	6,528 67	6,915 53	*386 86	.....	*386 86
262,741 61	423,519 34	206,465 72	216,053 62	2,895 48	218,949 10
187,686 50	471,926 28	236,427 45	235,498 83	1,083 31	236,582 14
16,334 34	20,699 85	7,785 20	12,914 65	.....	12,914 65
56,076 70	145,398 75	91,540 96	53,857 79	.....	53,857 79
6,187 74	25,755 55	21,316 70	4,438 85	3,541 51	7,980 36
2,391 06	m.....	.....	.....	.....	.....
.....	30,308 93	27,519 16	2,788 77	.....	2,788 77
7,756 84	58,291 20	54,639 03	3,652 17	1,008 89	4,661 06
$5,276,481 71	$19,105,791 12	$11,891,154 52	$7,214,636 60	$481,272 67	$7,695,909 27

Animal Power.

$360 30	$541 90	$515 00	$26 90	.....	$26 90
172,101 33	541,707 55	380,929 23	160,778 32	$1,515 16	162,293 48
108,186 91	q	.....	.....	.....	.....
121 64	10,203 80	8,477 54	1,725 26	.....	1,725 26
573 72	3,609 37	3,887 28	*278 91	.....	*278 91
228,204 19	642,455 56	464,068 79	178,386 77	13,102 81	191,489 58
228,308 92	768,758 20	554,564 82	214,193 38	12,978 57	227,171 95
175,204 37	q	.....	.....	.....	.....
137,124 96	636,616 50	518,037 35	118,579 15	3,377 30	121,956 45
1,697 73	3,275 65	2,058 95	1, 16 70	64 00	1,280 70
1,578 32	4,967 55	3,416 91	1,550 64	.....	1,550 64
4,276 77	6,525 15	4,885 42	1,639 73	.....	1,639 73
2,787 19	6,260 58	3 833 63	2,4.7 95	.....	2,427 95
350 85	3,945 70	3,553 20	392 50	.....	392 50
265,112 02	n	.....	.....	.....	.....
2,329 52	5,355 23	4,257 20	1,098 03	.....	1,098 03
366,156 75	1,072,604 91	712,250 02	360,354 89	60,750 39	421,105 28
169 48	6,332 73	6,236 34	96 39	.....	96 39
1,866 23	4,844 05	3,568 49	1,275 56	.....	1,275 56
*166 87	50 00	198 75	*148 75	.....	*148 75

TABLE A —

ROADS IN OPERATION — SURFACE STREET —

Comparative Statement of Gross Earnings from Operation, Operat-
Income from all sources, for years

"*" denotes

NAME OF ROAD.	1893.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Oneonta	$2,768 97	$4,919 93	$*2,150 96	$1,106 07
Pelham Park	c	.....	.....	.....
Rockaway Village	900 00	50 00	850 00	.....
Rome	2,933 82	3,007 77	*74 95	.....
Second Avenue	983,388 20	767,132 38	215,255 82	2,499 97
Staten Island Midland	g	.....	.....	.....
Stillwater and Mechanicville	7,524 00	5,474 20	2,049 80	46 00
Twenty-third Street	717,095 75	489,798 72	227,297 03	16,639 95
Van Brunt Street and Erie Basin	42,248 90	26,199 06	16,049 84	4,254 52
Operated by animal power	$7,127,177 28	$5,078,123 57	$2,049,053 71	$149,255 71
Operated by mechanical traction	16,179,260 67	11,217,697 58	4,961,563 09	314,918 68
	$23,306,437 95	$16,295,821 15	$7,010,616 80	$464,174 38

a Sold under foreclosure and road dismantled.
b Leased to New York Central and Hudson River. Operations included in its report.
c Report filed too late for tabulation.
d For six months ending December 31, 1893; afterward New York and Putnam, and leased to New York Central and Hudson River. Operations included in report of latter.
e Reorganization of Rochester and Glen Haven.
f Operations for 1893 included in Philadelphia and Reading. These operations are for eleven months ending June 30, 1894.
g Not operated.
h Formerly operated by Central Vermont and included in report of Ogdensburg and Lake Champlain. Now operated by New York Central and Hudson River. These operations are for four months ending June 30, 1894.
i Receiver. No operations.

(*Concluded*).

OPERATED BY ANIMAL POWER.

ing Expenses, Net Earnings, Income from other sources and Gross ending June 30, 1893 *and* 1894.

deficiency.

Gross income from all sources.	1894.				
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
$*1,044 89	$3,042 02	$4,935 45	$*1,893 43	$351 83	$*1,541 60
.....	10,590 74	8,760 70	1,830 04	231 24	2,061 28
850 00	1,538 25	1,154 31	383 94	.....	383 94
*74 95	5,558 32	5,427 13	131 19	137 26	268 45
2:7,755 79	1,015,960 81	794,763 80	* 221,197 01	2,172 70	223,369 71
.....	3,650 00	3,650 00	.....	.....	.....
2,095 80	7,788 88	6,721 26	1,067 62	68 00	1,135 62
242,996 98	r.....	.....	.....	.....	.....
20,304 36	39,052 99	27,542 79	11,510 20	.....	11,510 20
$2,196,309 42	$4,805,234 44	$3,527,693 36	$1,277,541 08	$94,749 26	$1,372,290 34
5,276,481 71	19,105,791 12	11,891,154 52	7,214,636 60	481,272 67	7,695,909 27
$7,474,791 13	$23,911,025 56	$15,418,847 88	$8,492,177 68	$576,021 93	$9,068,199 61

j Operations as lessee of the Lehigh Valley Railway and Southern Central for month of July, 1893.

k Leased to and operations included in Brooklyn Heights.

l Formed by consolidation under date of January 16, 1894, of Broadway (Brooklyn), Broadway Ferry and Metropolitan Avenue and Jamaica and Brooklyn.

m No report filed.

n Consolidation of Houston, West Street and Pavonia Ferry and Metropolitan Crosstown.

o Lessee of Rochester and Lake Ontario (steam road).

p Lessee of People. Operations for two months ending June 30, 1894.

q Leased to Metropolitan Crosstown. Operation included in Metropolitan Street.

r Leased to Houston, West Street and Pavonia Ferry. Operations included in Metropolitan Street.

s Leased to and operated by Cayadutta.

TABLE

ROADS IN OPERATION —

Comparative Statement and Deductions from Gross Income (Interest,

June 30,

"*" denotes

NAME OF ROAD.	1893.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.
Addison and Pennsylvania	$23,825 39	.....	$352 75	$24,078 05
Adirondack	49,556 25	.....	5,952 66	48,508 91
Albany and Susquehanna	.....	$967,427 59	195,347 39	1,162,774 98
Allegheny and Kinzua	3,562 50	.....	695 15	4,257 65
Attica and Freedom	1,495 84	.....	493 69	1,989 53
Bath and Hammondsport	12,054 46	.....	1,286 99	13,341 45
Boston and Albany	312,900 00	78,000 00	619,985 93	1,010,885 93
Brooklyn, Bath and West End	29,760 66	.....	4,940 05	44,700 71
Brooklyn and Brighton Beach	41,709 64	.....	41,133 40	82,843 04
Brooklyn and Rockaway Beach	11,100 00	.....	2,072 54	13,172 54
Buffalo, Rochester and Pittsburg	578,275 84	.....	167,075 57	745,351 41
Carthage and Adirondack	7,333 33	.....	5,125 24	12,458 57
Catskill Mountain	3,500 00	2,700 00	2,730 40	7,930 40
Central New York and Western	8,750 00	.....	181 88	8,931 88
Chateaugay	.....	12,000 00	3,260 71	15,260 71
Chautauqua Lake	c	.....	.....	.....
Clove Branch	.....	.....	374 11	374 11
Connecting Terminal	25,000 00	.....	9,089 81	34,089 81
Cooperstown and Charlotte Valley	9,822 50	.....	1,384 61	11,207 11
Dansville and Mt. Morris	c	.....	.....	.....
Delaware, Lackawanna and West.	.....	2,204,996 00	257,174 24	2,462,170 24
Dunkirk, Allegheny Val. and Pitts.	.....	.....	11,556 26	11,556 26
Elmira, Cortland and Northern	48,894 86	18,000 00	20,685 38	87,580 24
Elmira and Lake Ontario	.....	.....	40,522 07	40,522 07
Elmira and Williamsport	.....	151,500 00	18,640 00	170,140 00
Fall Brook	7,100 00	.....	11,143 23	18,243 23
Fitchburg	974,892 70	264,146 67	225,782 94	1,464,822 31
Fonda, Johnstown and Gloversville	35,525 45	.....	11,843 79	47,369 24
Genesee and Wyoming Valley	7,500 00	.....	288 67	7,788 67
Glen Haven	e	.....	.....	.....
Grand View Beach	12,773 25	.....	163 52	12,936 77
Greenwich and Johnsonville	.....	.....	1,331 28	1,331 28
Island	13,125 00	.....	9,905 50	23,030 50
Kaaterskill	3,840 00	.....	704 60	4,544 60
Kanona and Prattsburgh	.....	.....	703 90	703 90
Keesv., Aus. Chasm and L. Champ'n	1,950 00	.....	691 33	2,641 33
Kinderhook and Hudson	12,330 00	.....	7,948 04	20,278 04
Lake Champlain and Moriah	.....	.....	4,652 80	4,652 80
Lake Shore and Michigan Southern	3,192,470 00	623,113 09	653,083 82	4,468,666 91
Lebanon Springs	150 00	.....	523 71	673 71
Lehigh and Hudson River	125,245 56	.....	8,198 44	133,444 00
Lehigh Valley Railroad	f	.....	.....	.....
Lima and Honeoye Falls	g	.....	.....	.....
Little Falls and Dolgeville	g	.....	.....	.....
Long Island	606,699 28	211,632 87	510,071 61	1,328,403 76
Malone and St. Lawrence	h	.....	.....	.....
Marine	.....	.....	802 39	802 39
Middleburgh and Schoharie	1,005 00	.....	414 45	1,419 45
Middlesex Valley	.....	.....	158 48	158 48
Middletown, Unionv. & Water Gap.	20,000 00	.....	2,201 17	22,201 17

B.

SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1893 *and* 1894.

deficiency.

	1894.				
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
$18,872 05	$30,545 74	.....	$831 69	$31,377 43	*$1,180 47
7,057 99	45,000 00	.....	6,859 34	51,859 34	*5,207 61
835,949 01	.....	$1,107,598 75	64,505 32	1,171,654 07	6 1,144 16
*2,955 71	.....	.....	11,946 65	11,946 65	*3,885 22
*2,348 82	a	.....	.....	.....	.....
4,328 73	15,000 00	.....	1,282 40	16,282 40	707 20
2,023,885 84	381,410 00	78,000 00	720,069 07	1,179,479 07	2,010,578 74
*49,697 25	33,826 31	.....	6,287 05	40,113 36	*14,580 01
*50,403 89	42,914 79	.....	16,160 33	59,075 12	*34,328 99
17,705 67	17,205 00	.....	2,122 96	19,327 96	776 53
251,701 71	624,493 88	71,500 00	234,255 48	930,249 31	*79,026 59
36,920 94	b.....	.....	.....	.....	.....
14,204 62	2,500 00	2,700 00	2,837 76	8,037 36	7,575 32
*2,541 76	12,100 00	.....	3,121 22	15,221 22	*10,791 63
48,871 39	.....	12,001 00	3,6 6 03	15,617 03	*35,816 45
.....	4,632 00	.....	2,778 63	7,410 63	1,004 26
*3,567 65	.....	.....	332 30	332 30	*3,199 42
94,899 98	25,000 00	.....	8,926 41	33,926 41	58,450 79
361 18	2,109 29	9,912 39	1,711 43	13,733 11	6,463 37
.....	.....	.....	.....	.....	*3,209 44
2,199,462 72	.....	2,222,329 33	224,629 93	2,476,959 26	1,434,826 70
65,347 33	.....	.....	11,505 88	11,505 88	*114,907 77
57,268 21	46,400 00	18,000 00	21,796 90	86,196 90	19,102 50
31,813 11	.....	18,246 21	20,459 48	38,705 69	*30,648 50
211,601 93	.....	168,758 70	4,082 45	172,841 15	18,119 87
561,074 59	5,300 00	.....	27,804 16	33,104 16	395,995 10
699,786 37	1,044,709 68	264,980 00	234,258 28	1,543,947 96	517,296 11
60,947 78	33,967 33	2,000 00	13,972 05	49,939 38	15,289 44
4,404 22	7,500 00	.....	262 79	7,762 79	*1,531 22
.....	e 3,600 00	.....	1,331 96	4,931 96	*5,876 72
*8,940 47	12,000 00	.....	966 54	12,966 54	*11,827 57
14,110 33	.....	.....	1,400 62	1,400 62	8,923 21
4,714 73	15,000 00	.....	9,707 20	24,707 20	2,041 60
274 09	498 76	.....	810 42	1,309 18	*1,656 40
4,754 00	.....	.....	752 26	752 26	3,306 41
763 86	1,800 00	.....	692 08	2,492 08	1,057 88
4,448 49	13,502 50	.....	8,458 14	21,960 64	*5,398 03
13,643 74	.....	.....	3,681 03	3,681 03	*8,238 75
3,467,331 55	3,162,338 00	559,058 39	780,313 11	4,501,709 50	2,922,430 88
*5,302 02	660 00	.....	494 92	1,154 92	155 29
51,305 17	133,700 88	.....	8,571 23	142,272 11	7,658 69
.....	f 2,057,354 49	2,050,317 44	642,004 02	4,749,675 95	1,067,814 19
.....	3,026 39	.....	209 11	3,235 50	*3,247 36
.....	8,250 00	.....	275 00	8,525 00	5,222 88
619,296 06	622,597 16	219,518 35	522,834 62	1,364,950 13	519,655 15
.....	h 4,000 00	.....	234 57	4,234 57	230 08
660 59	.....	.....	879 44	879 44	*2,827 48
1,366 69	900 00	.....	478 85	1,378 85	1,731 98
8,185 05	.....	.....	601 94	601 94	5,981 62
*835 16	20,000 00	.....	2,347 62	22,347 62	*6.5 83

TABLE B—

ROADS IN OPERATION—

Comparative Statement of Deductions from Gross Income (Interest,

June 30,

"*" denotes

NAME OF ROAD.	1893.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.
Mohawk and Malone	$17,200 15	.....	$4,377 91	$21,578 06
Mount McGregor	.....	.....	1,175 20	1,175 20
Newburgh, Dutchess and Conn.	15,216 78	.....	6,183 13	21,399 91
New Jersey and New York	29,000 04	$11,400 00	3,813 21	44,213 25
New York and Canada	.....	236,455 20	76,275 40	312,730 60
New York Central and Hud. Riv.	4,179,595 22	5,391,137 04	2,175,042 38	11,745,774 64
N. Y. C., Hud. Riv. & Ft Orange	.....	.....	17 05	17 05
New York, Chicago and St. Louis	782,940 00	.....	341,097 25	1,124,037 25
New York, Lake Erie and Western	5,150,509 91	4,316,413 48	1,225,510 45	10,692,433 84
New York and New England	1,124,755 02	434,238 35	330,364 91	1,889,358 28
New York, New Haven & Hartford	316,165 25	1,757,531 33	845,858 05	2,919,554 63
New York and Northern	188,011 57	.....	26,873 75	214,885 32
New York, Ontario and Western	527,716 37	180,439 42	100,442 26	808,598 05
New York and Rockaway Beach	39,056 66	.....	4,491 04	43,547 70
New York and Sea Beach	15,834 99	.....	1,153 83	16,988 82
Niagara Junction	g.....	.....	.....	.....
Northern Adirondack	17,425 65	.....	4,422 92	21,848 57
Ogdensburg and Lake Champlain	227,323 69	3,375 00	36,365 86	267,064 55
Orange County	.....	.....	958 98	958 98
Otis Elevating	1,900 00	.....	445 53	2,345 53
Owasco River	.....	.....	878 04	878 04
Penn., Poughkeepsie and Boston	139,361 91	.....	49,779 80	189,141 71
Philadelphia and Reading	7,324,912 83	9,323,973 74	1,122,849 42	17,771,735 99
Phila., Reading and New England	220,833 32	73,475 83	71,426 67	365,735 82
Port Jervis, Monticello and N. York	21,840 00	.....	9,086 88	30,926 88
Poughkeepsie and Eastern	.....	.....	1,743 42	1,743 42
Prospect Park and Coney Island	40,639 68	10,356 25	12,595 30	63,591 23
Rensselaer and Saratoga	.....	1,008,242 00	178,902 17	1,187,144 17
Rochester and Lake Ontario	.....	.....	2,460 07	2,460 07
Saranac and Lake Placid	g	.....	.....	.....
Schoharie Valley	2,400 00	.....	349 21	2,749 21
Seneca Electric	2,400 00	.....	301 22	2,701 22
Silver Lake	10,566 75	.....	1,050 27	11,617 02
Skaneateles	1,533 00	.....	948 05	2,481 05
South Brooklyn R.R. and Terminal	312,831 32	.....	13,033 30	335,864 62
Staten Island Rapid Transit	189,904 58	79,850 00	24,800 00	294,554 58
Sterling Mountain	.....	.....	782 12	782 12
Stony Clove and Catskill Mountain	9,625 00	.....	2,071 51	11,696 51
Syracuse, Bing. and New York	137,620 00	.....	41,255 24	178,875 24
Syracuse, Geneva and Corning	.....	263,257 16	6,182 49	269,439 65
Tioga	50,475 00	14,794 00	5,644 44	70,913 44
Ulster and Delaware	73,646 24	.....	20,712 02	94,358 26
United States and Canada	11,422 30	.....	2,743 73	14,166 03
Wallkill Valley	17,500 00	.....	5,479 35	22,979 35
Wellsville, Coudersport and P. C.	1,840 50	.....	675 88	2,5 6 38
Western N. Y. and Pennsylvania	1,297,018 54	.....	129,248 24	1,426,266 78
			†$7,270,196 53 2,480,796 72	
	$28,683,219 69	$27,658,455 02	$9,750,993 25	$66,092,667 96

† Taxes.

(*Continued*).

SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1893 *and* 1894.

deficiency.

	1894.				
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
*$106,740 95	b	.....	.....	.....	.....
1,378 80	.....	.....	$1,076 37	$1,076 37	*$4,651 78
11,165 09	$14,636 51	.....	6,084 77	20,720 28	2,587 98
13,750 22	44,122 21	$2,850 00	3,775 17	50,747 38	12,281 44
*124,459 33	.....	274,818 70	35,051 29	309,869 99	*155,263 95
4,559,185 64	4,214,716 08	5,745,935 62	1,934,081 14	11,894,732 84	3,802,485 77
261 71	.....	.....	16 44	16 44	*15 79
205,247 39	778,000 00	.....	369,279 59	1,147,279 59	87,307 85
767,475 85	5,040,837 82	3,933,512 9'	1,0'4,023 47	10,04-,371 20	*688,084 34
47,718 41	1,096,857 90	494,054 87	292,334 55	1,883,246 82	*571,624 20
2,997,998 89	590,543 48	3,379,974 95	1,409,459 61	5,379,978 04	2,378,677 95
*128,561 05	b d 94,000 00	.....	10,950 00	104,950 00	*62,154 08
256,852 51	582,917 17	182,185 72	104,630 95	869,763 84	419,566 58
14,306 62	43,900 00	.....	4,652 47	48,552 47	*35,977 10
30,437 75	15,733 02	.....	901 57	16,634 59	18,942 44
.....	.....	.....	2,486 84	2,486 84	*5,229 96
40,086 38	25,989 32	.....	5,877 67	31,866 99	*712 98
*10,063 91	226,528 13	3,250 00	37,864 85	267,642 98	*4,650 35
20,141 45	.....	.....	844 89	844 89	16,800 75
*680 75	1,825 00	.....	617 99	2,442 99	1,088 98
171 00	.....	.....	499 65	499 65	*731 69
*158,652 32	i	.....	.....	.....	.....
*562,753 78	j	.....	1,902 93	1,902 93	13,679 56
*331,280 18	56,616 31	82,911 15	31,710 88	171,238 34	*158,550 77
*20,303 22	21,840 00	.....	5,695 11	27,535 11	*8,300 65
*10,583 32	.....	.....	7,872 15	7,872 15	*946 00
*14,956 43	46,660 68	7,712 50	5,169 27	59,542 40	*49,295 71
*185,126 62	.....	1,076,762 94	116,413 46	1,193,176 40	*434,779 93
8,640 81	.....	.....	918 72	918 72	11,468 49
.....	4,433 33	.....	25 67	4,459 00	8,489 94
891 69	2,400 00	6,000 00	880 05	9,280 05	*5,943 49
2,004 15	2,400 00	.....	287 75	2,687 75	557 87
34,728 85	7,813 92	.....	1,000 09	8,814 01	27,004 54
5,186 89	300 00	.....	847 53	1,147 53	13,372 17
*311,481 14	65,992 74	.....	5,565 73	71,558 47	*56,213 51
43,412 46	200,223 13	81,083 75	27,620 03	309,626 91	57,014 77
3,274 12	.....	.....	743 30	743 30	3,539 90
12,358 91	.....	.....	2,250 43	2,250 43	17,351 04
257,817 80	137,620 00	.....	40,509 35	178,129 35	224,532 21
11,649 49	.....	215,052 73	9,653 43	224,706 16	*15,568 38
112,162 51	50,475 00	14,794 00	6,208 03	71,477 03	56,635 24
51,474 01	93,201 69	.....	19,791 79	112,993 48	26,852 78
*15,960 16	11,250 00	.....	2,770 93	14,020 93	*15,280 44
45,345 84	47,200 00	.....	6,444 52	53,644 52	*13,432 23
14,528 33	1,566 67	.....	915 17	2,481 84	7,751 64
*225,748 10	1,141,112 96	.....	126,135 33	1,267,248 29	*460,376 59
			†$7,365,336 77 2,012,993 33		
$18,376,093 64	$23,096,305 17	$22,305,819 90	$9,378,330 09	$54,780,455 16	$18,720,421 48

† Taxes.

TABLE B—

ROADS IN OPERATION—

Comparative Statement of Deductions from Gross Income (Interest, ending June 30,

"*" denotes

NAME OF ROAD.	1893. Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.
Brooklyn	$643,552 78	$2,500 00	$98,256 75	$744,309 53
Kings County	304,364 67	2,000 00	49,356 23	355,720 90
Manhattan	2,024,559 50	10,000 00	634,208 12	2,668,767 62
Sea View	1,650 00	.....	1,037 68	2,687 68
	$2,974,126 95	$14,500 00	†$782,858 79	$3,771,485 73

† Taxes.

SURFACE STREET—

Albany	$38,102 51	$24,213 88	$25,103 99	$87,420 38
Amsterdam	10,200 00	.....	920 70	11,120 70
Atlantic Avenue	104,224 65	.....	25,880 21	130,104 86
Auburn City	12,084 55	.....	674 93	12,759 48
Binghamton	12,013 88	.....	2,064 85	14,078 73
Broadway (Brooklyn)	17,500 00	.....	14,094 45	31,594 45
Broadway Ferry and Met. Ave	7,461 35	.....	1,132 57	8,593 92
Brooklyn City	128,502 84	.....	245,111 95	373,614 79
Brooklyn City and Newtown	74,654 03	.....	12,353 37	87,007 40
Brooklyn Heights	13,294 16	72,862 91	1,527 99	87,685 06
Brooklyn, Queens Co. and Suburban	l	.....	.....	.....
Buffalo	279,605 89	.....	55,554 32	335,160 21
Buffalo, Bellevue and Lake	g	.....	.....	.....
Buffalo, N. M. St. and Tona. Elect.	.....	.....	.....	.....
Buffalo and Williamsville Electric	.....	.....	8 95	8 95
Cayadutta	g	.....	.....	.....
Citizens' (Fishkill)	3,750 00	.....	156 25	3,906 25
City, of Poughkeepsie	600 00	.....	723 56	1,323 56
Coney Island and Brooklyn	37,169 34	.....	13,228 76	50,398 10
Court St. and East End	.....	.....	.....	.....
Crosstown (Buffalo)	50,097 53	.....	10,663 96	60,761 49
Dunkirk and Fredonia	1,329 25	.....	2,258 65	3,587 90
Elmira and Horseheads	.....	.....	3,600 09	3,600 09
Flushing and College Point	6,015 48	.....	1,009 43	7,024 91
Glens Falls, S. Hill & Ft. Edward	7,095 76	.....	1,051 23	8,146 99
Hornellsville and Canisteo	3,000 00	.....	2 60	3,002 60
Hornellsville Electric	2,500 00	.....	275 17	2,775 17
Houston, West St. & Pavonia Ferry	33,495 00	629,750 00	287,228 24	950,473 24
Hudson Electric	3,000 00	.....	181 34	3,181 34
Ithaca	.....	.....	138 65	138 65
Jamaica and Brooklyn	20,750 00	.....	840 00	21,590 00
Jamestown	9,750 00	.....	2,099 73	11,849 73
Johnstown, Glov'sville & Kingsboro	1,547 92	.....	597 37	2,145 29
Kingston City	1,910 00	.....	988 99	2,898 99
Long Island City and Newtown	9,000 00	.....	4,576 30	13,576 30
Metropolitan Street	n.	.....	.....	.....
Middletown-Goshen Traction Co.	g.	.....	.....	.....
Newbury Electric	.....	.....	.....	.....
Niagara Falls & Suspension Bridge	3,240 00	.....	2,942 50	6,182 50
Olean	68 17	.....	410 52	478 69

(*Continued*).

ELEVATED STEAM.

Rentals, Taxes, etc.) and Net Income from all sources, for years 1893 *and* 1894.

deficiency.

	1894.				
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
$111,108 37	$646,283 33	$55,716 66	$109,135 05	$811,135 04	*$126,617 95
22,360 75	285,136 48	2,000 00	48,343 25	335,479 73	*162,921 84
2,971,291 63	2,004,554 76	2,500 00	593,512 10	2,600,566 86	2,362,647 94
2,834 30	1,650 00	.....	1,310 76	2,960 76	*1,966 40
			†$751,877 43 423 73		
$3,107,195 10	$2,937,634 57	$60,216 66	$752,301 16	$3,750,143 39	$2,101,841 05

† Taxes.

Operated by Mechanical Traction.

$86,311 60	$39,247 24	$31,700 00	$17,116 77	$88,064 01	$91,504 89
1,077 80	8,396 90	.....	1,020 00	9,411 90	*4,490 35
40,266 98	194,503 33	.....	47,768 88	242,272 21	115,226 57
*2,264 70	12,009 90	.....	1,291 67	13,301 57	*10,789 50
26,023 49	18,126 05	.....	2,771 00	20,897 05	23,185 23
78,644 23	l 9,455 65	.....	7,680 02	17,135 67	54,181 46
*11,548 63	l 5,245 56	.....	993 56	6,239 09	*12,640 69
720,728 80	k	.....	.....	.....	.....
76,539 61	100,526 43	.....	15,540 46	116,066 89	138,726 70
61,398 45	20,944 18	1,719,833 75	23,734 91	1,764,512 79	54,552 43
.....	l 132,209 61	.....	8,206 16	130,415 77	*89,005 27
111,380 10	298,323 97	.....	69,148 10	367,472 07	154,994 90
.....	7,500 00	.....	416 11	7,916 11	1,631 91
*279 69	1,251 67	.....	286 55	1,538 22	*5,589 51
772 65	48 00	.....	129 10	177 10	3,487 33
.....	17,335 80	2,366 66	3,890 45	24,092 91	*12,083 90
7,073 92	4,500 00	.....	537 09	5,037 09	3,198 75
193 27	m	.....	.....	.....	.....
56,315 78	27,589 17	.....	25,018 39	52,607 56	41,858 27
*3,171 54	.....	.....	295 61	295 61	*3,296 75
24,079 22	69,861 79	.....	13,642 42	83,504 21	35,332 51
10,718 43	3,504 67	.....	3,200 89	6,705 56	4,602 46
13,840 57	.....	.....	2,448 94	2,448 94	6,798 76
*13,665 89	6,180 60	.....	986 61	7,167 21	*15,455 11
2,857 79	8,145 20	.....	1,392 79	9,537 99	233 43
1,418 98	3,000 00	1,200 00	343 12	4,543 12	4,443 40
*864 97	2,500 00	.....	376 36	2,876 36	*3,944 61
90,811 16	n	.....	.....	.....	.....
3,786 93	3,000 00	.....	625 73	3,625 73	1,596 22
7,417 98	13,500 00	.....	715 96	14,215 96	6,049 26
4,585 41	l 11,211 70	.....	3,360 23	14,571 93	*4,585 77
*190 55	18,000 00	.....	2,454 54	20,454 54	*9,124 81
452 47	s	.....	.....	.....	.....
1,030 53	8,264 17	.....	1,134 96	9,398 23	8,031 63
*9,825 38	.....	.....	.....	.....	*15,161 57
.....	n 79,947 50	1,453,858 34	326,865 33	1,859,971 17	314,538 77
.....	.....	.....	.....	.....	214 89
1,184 01	1,250 00	.....	.....	1,250 00	1,086 26
10,839 37	13,620 00	.....	3,790 56	17,410 56	12,051 90
1,615 82	3,900 00	.....	805 49	4,705 49	2,416 38

TABLE B—

ROADS IN OPERATION — SURFACE STREET —

Comparative Statement of Deductions from Gross Income (Interest,

June 30,

"*" denotes

NAME OF ROAD.	1893.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.
Ossining	m	.....	.....	.....
Oswego	$5,445 00	.....	$969 43	$6,414 43
People's (Syracuse)	36,800 00	.....	4,821 96	41,621 96
Pt Richmond & Prohibit'n P'k. Elec	4,500 00	.....	651 12	5,151 12
Rochester	191,308 71	.....	44,434 91	235,743 62
Rochester Electric	.....	.....	2,033 16	2,033 16
Rochester and Irondequoit	g	.....	.....	.....
Schenectady	18,000 00	.....	1,043 99	19,043 99
Sea Cliff Inclined Cable	80 00	.....	110 21	190 21
Steinway	44,426 26	$1,751 92	4,686 14	50,864 32
Syracuse Consolidated	62,500 00	.....	5,714 43	68,214 43
Syracuse Street	g	.....	.....	.....
Third Avenue	177,300 00	.....	68,003 83	245,303 83
Tonawanda Electric	.....	.....	78 76	78 76
Tonawanda Street	1,500 00	.....	.....	1,500 00
Troy City	63,705 98	6,375 00	9,682 99	79,763 97
Union (New York city)	88,677 64	.....	8,246 64	96,924 28
Union (Saratoga Springs)	6,000 00	.....	591 60	6,591 60
Utica Belt Line	.....	16,625 00	2,314 94	18,939 94
Utica and Mohawk	5,635 44	.....	567 80	6,193 24
Watertown	8,404 36	3,600 00	587 89	12,592 25
Westchester Electric	g	.....	.....	.....
Yonkers	3,577 72	.....	210 98	3,788 70
	$1,609,813 42	$755,178 66	$872,172 40	$3,237,164 48

Operated by

Babylon	.....	.....	.....	.....
Central Crosstown	$55,000 00	$64,650 00	$39,941 99	$119,591 99
Central Park, North and East River.	21,000 00	.....	4,321 50	25,321 50
Cortland and Homer	.....	.....	436 23	436 23
Deerfield and Utica	658 49	.....	50 91	709 40
Dry Dock, East B'way and Battery.	109,000 72	.....	41,119 81	150,120 53
Eighth Avenue	60,000 00	.....	32,386 32	92,386 32
Forty-second St. and Gd. St. Ferry.	12,380 00	.....	22,631 28	35,021 28
Forty-second St., Man. and Nic. Ave.	77,000 00	.....	47,750 00	124,750 00
Frankfort and Ilion	.....	.....	215 32	215 32
Fulton and Oswego Falls	900 00	.....	83 46	983 46
Herkimer and Mohawk	.....	.....	504 57	504 57
Huntington	1,300 00	.....	217 51	1,517 51
Larchmont	.....	.....	107 45	107 45
Metropolitan Crosstown	30,000 00	179,440 00	48,688 77	258,128 77
Mohawk and Ilion	.....	.....	348 55	348 55
New York and Harlem	.....	.....	35,045 84	35,045 84
Ogdensburg	.....	.....	103 73	103 73
Oneida	100 20	.....	296 75	396 95
Oneida Street (Utica)	.....	.....	25 98	25 98

(*Continued*).

Operated by Mechanical Traction.

Rentals, Taxes, etc.) *and Net Income from all sources for years ending* 1893 *and* 1894.

deficiency.

	1894.				
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel-laneous.	Total deductions.	Net incom from all sources.
.....	$3,653 98	.....	$269 75	$3,923 73	*$314 77
*$2,514 50	8,819 47	.....	360 62	9,180 09	*1,206 80
*4,026 40	p 30,666 67	.....	5,211 63	35,878 30	*358 59
*16,819 82	4,500 00	.....	448 52	4,948 52	*9,223 33
150,000 44	195,487 17	.....	45,165 73	240,652 90	94,397 59
16,882 70	.....	.....	1,567 08	1,567 08	12,250 54
.....	o 4,375 00	$6,500 00	982 77	11,857 77	4,389 16
208 83	24,635 40	.....	681 94	25,317 34	*23,918 43
72 82	.....	.....	163 97	163 97	264 40
*64,024 97	63,185 11	437 98	4,461 25	68,084 34	56,398 69
*31,278 02	.....	.....	7,069 24	7,069 24	*5,685 66
.....	p 6,133 33	.....	.....	6,133 33	5,384 17
352,189 24	252,300 00	.....	77,982 45	330,282 45	428,202 67
5,547 34	.....	.....	1,298 59	1,298 59	*29 16
*1,064 29	3,000 00	.....	405 86	3,405 86	*3,792 72
172,977 64	101,354 59	6,350 00	10,891 00	118,595 59	100,358 51
40,782 22	107,255 78	.....	33,961 54	141,217 32	95,364 82
9,745 74	3,186 48	.....	488 14	3,674 62	9,240 08
37,186 76	.....	15,000 00	2,348 18	17,348 18	36,559 61
*5 50	5,788 78	.....	567 87	6,356 65	1,623 71
*10,201 19	m	.....	.....	.....	.....
.....	19,306 88	.....	199 01	19,505 89	*16,722 12
3,968 14	7,225 42	.....	1,209 76	8,435 18	*3,774 12
			† $764,926 11		
			18,799 65		
$2,039,317 23	$1,978,766 07	$3,237,246 73	$783,725 76	$5,994,748 56	$1,701,170 71

† Taxes.

Animal Power.

$560 30	.....	.....	.....	.....	$26 90
52,511 34	$15,000 00	$64,650 00	$16,732 98	$90,382 98	71,910 50
82,865 41	q	.....	.....	.....	.....
*314 59	.....	.....	417 03	417 03	1,303 23
*135 68	802 93	.....	86 47	889 40	*1,168 31
72,133 66	128,279 26	.....	47,614 78	175,894 04	15,595 54
130,922 60	60,000 00	.....	35,781 43	95,781 43	131,390 52
140,183 09	q	.....	.....	.....	.....
12,374 96	77,000 00	.....	45,708 34	122,708 34	*751 89
1,452 41	.....	.....	244 10	244 10	1,036 60
594 86	933 70	.....	117 71	1,051 41	499 23
3,772 20	.....	.....	475 15	475 15	1,164 58
1,969 68	1,300 00	.....	241 34	1,541 34	883 61
243 40	.....	.....	105 98	105 98	286 52
26,988 25	n	.....	.....	.....	.....
1,980 97	.....	.....	385 39	385 39	712 64
331,110 91	.....	.....	34,808 56	34,808 56	286,296 73
465 75	.....	.....	111 27	111 27	*14 88
1,579 28	60 00	.....	159 84	219 84	1,055 73
*192 85	.....	.....	46 30	46 30	*195 05

TABLE B —

ROADS IN OPERATION — SURFACE

Comparative Statement of Deductions from Gross Income (Interest,

June 30,

"*" denotes

NAME OF ROAD.	1893.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.
Oneonta	$595 52	.....	$98 89	$694 41
Pelham Park	c	.....	.....	.....
Rockaway Village	1,250 00	.....	85 32	1,335 32
Rome	7,649 47	.....	246 08	7,895 55
Second Avenue	90,499 92	.....	34,755 61	125,255 53
Stillwater and Mechanicville	1,075 00	.....	255 24	1,330 24
Twenty-third Street	23,708 34	$62,500 00	39,209 16	124,417 50
Van Brunt Street and Erie Basin	1,500 00	.....	1,083 34	2,583 34
Operated by animal power	$452,627 66	$306,590 00	$349,919 61	$1,109,137 27
Operated by mechanical traction	1,609,813 42	755,178 66	872,172 40	3,237,164 48
			†$1,129,574 96	
			92,547 05	
	$2,062,441 08	$1,061,768 66	$1,222,092 01	$4,346,301 75

† Taxes.

(For foot-notes see Table A, corresponding notes.)

(*Concluded*).

STREET —. *Operated by Animal Power.*

Rentals, Taxes, etc.), *and Net Income from all sources for years ending* 1893 and 1894.

deficiency.

	1894.				
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
*$1,789 30	$595 52	.....	$90 90	$686 42	*$2,228 02
.....	3,068 01	.....	350 82	3,418 83	*1,357 55
*485 32	1,250 00	.....	80 56	1,330 56	*946 62
*7,970 50	7,594 44	.....	152 16	7,747 00	*7,478 55
92,100 26	94,597 84	.....	37,286 38	131,884 22	91,485 49
765 56	1,312 23	.....	328 55	1,640 78	*505 16
119,519 49	r	.....	.....	.....	.....
17,721 02	1,500 00	.....	1,159 28	2,659 28	8,850 92
			†$194,616 50		
			21,869 22		
$1,089,173 15	$393,293 98	$61,650 00	$216,485 72	$674,429 65	$697,860 69
2,039,317 23	1,973,766 07	3,237,246 73	783,725 76	5,994,738 56	1,701,170 71
			†$959,442 61		
			40,668 87		
$3,128,489 38	$2,367,060 60	$3,301,896 73	$1,000,211 48	$6,669,168 21	$2,399,031 40

† Taxes.

TABLE

ROADS IN OPERATION—

Comparative Statement of Payments from Net Income (Dividends, etc.)

NAME OF ROAD.	1893.				
	DIVIDENDS DECLARED.		Miscellaneous.	Total payments.	Surplus.
	Rate.	Amount.			
Addison and Pennsylvania	....	.....	.....	.....	$16,872 05
Adirondack	....	.....	.....	.....	7,057 89
Albany and Susquehanna	....	.....	.....	.....	835,949 01
Allegheny and Kinzua	....	.....	.....	.....	.....
Attica and Freedom	....	.....	.....	.....	.....
Bath and Hammondsport	....	.....	.....	.....	4,328 73
Boston and Albany	8	$2,000,000 00	.....	$2,000,000 00	28,385 84
Brooklyn, Bath and West End	....	.....	.....	.....	.....
Brooklyn and Brighton Beach	....	.....	.....	.....	.....
Brooklyn and Rockaway Beach	6	9,000 00	.....	9,000 00	8,705 67
Buffalo, Roch. and Pittsburg	5	225,000 00	.....	225,000 00	26,701 71
Carthage and Adirondack	....	.....	.....	.....	36,920 94
Catskill Mountain	....	.....	.....	.....	14,204 62
Central New York and Western	....	.....	.....	.....	.....
Chateaugay	....	.....	.....	.....	48,571 39
Chautauqua Lake	....	c.....	.....	.....	.....
Clove Branch	....	.....	.....	.....	.....
Connecting Terminal	6	1,200 00	.....	1,200 00	93,699 98
Cooperst'n and Charlotte Val.	....	.....	.....	.....	364 18
Dansville and Mount Morris	....	c.....	.....	.....	.....
Delaware, Lack. and Western	....	.....	.....	.....	2,199,462 72
Dunkirk, Allegheny and Pitts.	....	.....	.....	.....	65,347 83
Elmira, Cortland and Northern	....	.....	.....	.....	57,268 21
Elmira and Lake Ontario	....	.....	.....	.....	31,813 11
Elmira and Williamsport	....	.....	.....	.....	211,601 98
Fall Brook	8¼ / 6	311,250 00	.....	311,250 00	249,824 59
Fitchburg	4	668,133 60	.....	668,133 60	31,652 77
Fonda, Johnstown, and G'ville	5	15,000 00	.....	15,000 00	45,947 78
Genesee and Wyoming Valley	....	.....	.....	.....	4,404 22
Glen Haven	....	e	.....	.....	.....
Grand View Beach	....	.....	.....	.....	.....
Greenwich and Johnsonville	9	10,620 00	.....	10,620 00	3,490 33
Island	....	.....	.....	.....	4,714 73
Kaaterskill	....	.....	.....	.....	274 09
Kanona and Prattsburgh	....	.....	.....	.....	4,754 00
Keesv., Aus. Ch'sm and L. Cham	....	.....	.....	.....	763 86
Kinderhook and Hudson	....	.....	.....	.....	4,448 49
Lake Champlain and Moriah	6	12,000 00	.....	12,000 00	1,628 74
Lake Shore and Mich. South	6, 10	3,021,340 00	.....	3,021,340 00	445,281 58
Lebanon Springs	....	.....	.....	.....	.....
Lehigh and Hudson River	....	.....	.....	.....	51,305 17
Lehigh Valley Railroad	....	f	.....	.....	.....
Lima and Honeoye Falls	....	g	.....	.....	.....
Little Falls and Dolgeville	....	g	.....	.....	.....
Long Island	5	600,000 00	.....	600,000 00	19,296 06
Malone and St. Lawrence	....	h	.....	.....	.....
Marine	....	.....	.....	.....	660 59
Middleburgh and Schoharie	...	.....	.....	.....	1,356 69
Middlesex Valley	....	.....	.....	.....	8,185 05
Middlet'n, Un'ville & Water G.	....	.....	.....	.....	.....

C.

SURFACE STEAM.

and Surplus or Deficiency for years ending June 30, 1893 *and* 1894.

	1894.					
Deficiency.	Dividends Declared. Rate.	Dividends Declared. Amount.	Miscellaneous.	Total payments.	Surplus.	Deficiency.
.....	....	.....	.....	.....	.....	$1,180 47
.....	....	.....	.....	.....	.....	5,207 61
.....	....	.....	.....	.....	$611,144 16	.....
$2,955 71	....	.....	.....	.....	.....	3,885 22
2,348 82	....	a.....	.....	.....	.....	.....
.....	....	.....	.....	.....	707 20	.....
.....	8	$2,060,000 00	.....	$2,000,000 00	10,578 74	.....
49,697 25	....	.....	.....	.....	.....	14,830 01
50,403 89	...	.....	$32,576 42	32,576 42	.....	66,905 41
.....	....	.....	.....	.....	776 59	.....
.....	....	.....	.....	.....	.....	79,026 59
.....	....	b.....	.....	.....	.....	.....
.....	....	.....	.....	.....	7,575 32	.....
2,541 76	....	.....	.....	.....	.....	10,791 63
.....	....	.....	.....	.....	.....	35,816 45
.....	....	.....	.....	.....	1,004 26	.....
3,567 65	....	.....	.....	.....	.....	3,199 42
.....	6	1,200 00	.....	1,200 00	7,250 79	.....
.....	....	.....	.....	.....	6,463 37	.....
.....	....	.....	.....	.....	.....	3,209 44
.....	....	.....	.....	.....	1,434,826 70	.....
.....	....	.....	.....	.....	.....	114,907 77
.....	....	.....	.....	.....	29,102 50	.....
.....	....	.....	.....	.....	.....	30,648 50
.....	....	.....	.....	.....	18,119 87	.....
.....	6, 7	305,000 00	.....	305,000 00	90,925 10	.....
.....	8	502,000 20	.....	502,000 20	15,295 91	.....
.....	8	24,000 00	.....	24,000 00	.....	8,710 56
.....	....	.....	.....	.....	.....	1,531 23
.....	....	e	.....	.....	.....	5,876 72
894,047	...	.....	.....	.....	.....	11,827 57
.....	10	11,800 00	.....	11,800 00	.....	2,876 79
.....	....	.....	.....	.....	2,041 60	.....
.....	....	.....	.....	.....	.....	1,656 40
.....	....	.....	.....	.....	3,306 41	.....
.....	....	.....	.....	.....	1,057 88	.....
.....	....	.....	.....	.....	.....	5,398 03
.....	6	12,000 00	.....	12,000 00	.....	20,288 75
.....	6, 10	3,021,340 00	.....	3,021,340 00	.....	98,909 12
5,303 02	....	.....	.....	.....	155 29	.....
.....	....	.....	.....	.....	7,658 69	.....
..... }	1¼ } 5	} f 509,500 00	.....	509,500 00	558,314 19	.....
.....	....	.....	.....	.....	.....	3,247 36
.....	....	.....	.....	.....	5,222 88	.....
.....	4¾	570,000 00	.....	570,000 00	.....	50,344 85
.....	....	h	.....	.....	230 08	.....
.....	....	.....	.....	.....	.....	2,827 48
.....	....	.....	.....	.....	1,731 98	.....
.....	....	.....	.....	.....	5,981 62	.....
835 16	....	.....	.....	.....	.....	625 83

TABLE C—

ROADS IN OPERATION—

Comparative Statement of Payments from Net Income (Dividends, etc.),

NAME OF ROAD.	1893.				
	DIVIDENDS DECLARED.		Miscellaneous.	Total payments.	Surplus.
	Rate.	Amount.			
Mohawk and Malone	....	.....	.....	.....	.....
Mount McGregor	....	.....	.....	.....	$1,378 30
Newburgh, Dutchess and Conn.	....	.....	.....	.....	11,165 09
New Jersey and New York	....	.....	.....	.....	13,750 22
New York and Canada	....	.....	.....	.....	.....
New York Cent. and Hudson R.	5	$4,471,415 00	.....	$4,471,415 00	87,770 64
N. Y. C., H. R. & Fort Orange,	....	.....	.....	.....	281 71
New York, Chicago and St. L.	3	150,000 00	$48,793 65	198,793 65	6,453 74
New York, L. Erie and West.	....	.....	.....	.....	767,475 85
New York and New England	....	.....	.....	.....	47,798 41
New York, N. Haven and Hart.	5	2,945,535 00	.....	2,945,535 00	52,463 89
New York and Northern	....	.....	6,061 86	6,061 86	.....
New York, Ontario and West.	....	.....	.....	.....	256,853 51
New York and Rockaway B'ch	....	.....	.....	.....	14,306 62
New York and Sea Beach	....	.....	.....	.....	30,437 70
Niagara Junction	....	g.....	.....	.....	.....
Northern Adirondack	....	.....	.....	.....	40,086 38
Ogdensburg & Lake Champ'n.	....	.....	.....	.....	.....
Orange County	....	.....	.....	.....	20,141 45
Otis Elevating	....	.....	.....	.....	.....
Owasco River	....	.....	.....	.....	171 00
Pennsyl, Poughk. and Boston.	....	.....	.....	.....	.....
Philadelphia and Reading	....	.....	.....	.....	.....
Phila., Reading and N. Engl'nd	...	.....	.....	.....	.....
Pt. Jervis, Monticello and N. Y,	....	.....	.....	.....	.....
Poughkeepsie and Eastern	....	.....	.....	.....	.....
Prospect Park and Coney Isl'd.	....	.....	.....	.....	.....
Rensselaer and Saratoga	...	.....	.....	.....	.....
Rochester and Lake Ontario	15	9,750 00	.....	9,750 00	.....
Saranac and Lake Placid	....	g.....	.....	.....	.....
Schoharie Valley	....	.....	.....	.....	891 69
Seneca Electric	....	.....	.....	.....	2,004 15
Silver Lake	....	.....	.....	.....	34,728 85
Skaneateles	6	4,668 00	.....	4,668 00	518 89
S. Brooklyn R. R. and Termin'l.	....	.....	.....	.....	.....
Staten Island Rapid Transit	....	.....	.....	.....	43,412 46
Sterling Mountain	....	.....	.....	.....	3,274 12
Stony Clove and Catskill M'tn.	5	6,200 00	.....	6,200 00	6,158 91
Syracuse, Bingh. and N. Y.	8	200,000 00	.....	200,000 00	57,817 80
Syracuse, Geneva and Corning	....	.....	.....	.....	11,649 49
Tioga	....	.....	.....	.....	112,162 51
Ulster and Delaware	....	.....	.....	.....	51,474 01
United States and Canada	....	.....	.....	.....	.....
Wallkill Valley	....	.....	.....	.....	45,245 84
Wellsv, Coud'pt and Pine Cr.	3	1,881 00	.....	1,881 00	12,647 33
Western New York and Penn.	....	.....	.....	.....	.....
		$14,662,992 60	$54,855 51	$14,717,848 11	$6,299,364 16
					2,641,116 63
				Net surplus	$3,658,247 53

(*Continued*).

SURFACE STEAM.

and Surplus or Deficiency for years ending June 30, 1893 *and* 1894.

	1894.					
Deficiency.	Dividends declared. Rate.	Dividends declared. Amount.	Miscellaneous.	Total payments.	Surplus.	Deficiency.
$106,740 95	....	b.	.....	.....	.....	.....
.....	....	.....	.....	.....	.....	$1,651 78
.....	....	.....	.....	.....	$2,587 93	.....
.....	....	.....	.....	.....	12,381 44	.....
124,459 32	....	.....	.....	.....	.....	155,263 95
.....	5	$4,583,826 25	.....	$4,583,826 25	.....	786,340 48
.....	....	.....	.....	.....	.....	15 79
.....	4	200,000 00	$99,460 20	299,460 20	.....	212,152 85
.....	....	.....	.....	.....	.....	688,084 34
.....	....	.....	.....	.....	.....	571,624 20
.....	6	3,631,292 50	.....	3,631,292 50	.....	1,257,614 55
124,622 91	....	b, d.	.....	.....	.....	62,154 08
.....	....	.....	.....	.....	419,566 58	.....
.....	....	.....	.....	.....	.....	35,977 10
.....	....	.....	.....	.....	18,942 44	.....
.....	....	.....	.....	.....	.....	5,229 96
.....	....	.....	.....	.....	.....	712 98
10,063 91	....	.....	.....	.....	.....	4,650 35
.....	....	.....	.....	.....	16,800 75	.....
680 75	....	.....	.....	.....	1,083 98	.....
.....	....	.....	.....	.....	.....	781 69
158,652 32	....	i.	.....	.....	.....	.....
362,753 78	....	j.	.....	.....	13,679 56	.....
331,380 18	....	.....	.....	.....	.....	158,550 77
20,208 82	....	.....	.....	.....	.....	18,300 65
10,582 32	....	.....	.....	.....	.....	946 00
14,956 43	....	.....	.....	.....	.....	49,295 71
185,126 62	....	.....	.....	.....	.....	434,779 92
1,109 19	1	650 00	12,500 00	13,150 00	.....	1,681 51
.....	3	7,500 00	.....	7,500 00	969 94	.....
.....	....	.....	.....	.....	.....	5,942 49
.....	....	.....	.....	.....	557 87	.....
.....	....	.....	.....	.....	27,004 54	.....
.....	6	4,668 00	.....	4,668 00	8,704 17	.....
311,432 14	....	.....	.....	.....	.....	56,213 51
.....	....	.....	.....	.....	57,014 77	.....
.....	....	.....	.....	.....	3,539 90	.....
.....	....	.....	.....	.....	17,351 04	.....
.....	8	200,000 00	.....	200,000 00	24,532 21	.....
.....	....	.....	.....	.....	.....	15,563 38
.....	....	.....	.....	.....	56,655 24	.....
.....	....	.....	.....	.....	26,852 78	.....
15,960 16	....	.....	.....	.....	.....	15,280 44
.....	....	.....	.....	.....	.....	13,432 23
.....	6	3,762 00	.....	3,762 00	3,990 64	.....
225,748 10	....	.....	.....	.....	.....	460,376 59
$2,641,1:6 63	....	$15,593,588 95	$144,536 62	$15,738,075 57	$3,581,591 91	$5,599,246 00
						3,581,591 91
					Net deficiency	$2,017,654 09

TABLE C—

ROADS IN OPERATION—

Comparative Statement of Payments from Net Income (Dividends, etc.)

NAME OF ROAD.	1893.				
	DIVIDENDS DECLARED.		Miscellaneous.	Total. payments.	Surplus.
	Rate.	Amount.			
Brooklyn	....	.....	.....	.....	$111,108 37
Kings County	....	.....	.....	.....	22,860 75
Manhattan	6	$1,600,000 00	.....	$,800,000 00	1,171,291 68
Sea View	....	.....	.....	.....	2,334 30
		$1,800,000 00	.....	$1,800,000 00	$1,307,595 10

SURFACE STREET—

Albany	6	$52,498 50	.....	$52,498 50	$33,813 10
Amsterdam	....	.....	.....	.....	1,077 80
Atlantic Avenue	1½	17,306 25	.....	17,306 25	22,960 73
Auburn City	....	.....	$50 00	50 00	.....
Binghamton	....	.....	.....	.....	26,022 49
Broadway (Brooklyn)	2	10,500 00	11,200 34	21,700 34	56,943 89
B'way Ferry and Met. Avenue.	....	.....	.....	.....	.....
Brooklyn, Bath and West End.	....	.....	.....	.....	.....
Brooklyn City	....	660,000 00	.....	660,000 00	60,728 80
Brooklyn City and Newtown	4	40,000 00	.....	40,000 00	36,539 61
Brooklyn Heights	....	.....	.....	.....	61,298 45
B'klyn, Queens Co. and Suburb.	....	l	.....	.....	.....
Buffalo	....	.....	.....	.....	111,330 10
Buffalo, Bellevue and Lancaster	....	g	.....	.....	.....
Buff. N. Me. St. & Tonaw Elec.	....	.....	.....	.....	.....
Buffalo and Williamsville Elec	....	.....	.....	.....	772 65
Cayadutta	....	g	.....	.....	.....
Citizens' (Fishkill)	....	.....	.....	.....	7,073 92
City of Poughkeepsie	....	.....	.....	.....	193 27
Coney Island and Brooklyn	4, 3	50,000 00	.....	50,000 00	6,315 78
Court Street and East End	....	.....	.....	.....	.....
Crosstown (Buffalo)	....	.....	.....	.....	24,019 32
Dunkirk and Fredonia	2½	1,836 25	13,250 80	15,087 05	.....
Elmira and Horseheads	....	.....	.....	.....	13,840 57
Flushing and College Point	....	.....	.....	.....	.....
Glens Falls, S. Hill and Ft. Edw.	3	3,600 00	.....	3,600 00	.....
Hornellsville and Canisteo	....	.....	.....	.....	1,418 93
Hornellsville Electric	....	.....	.....	.....	.....
Houston, W. St. and Pav. Ferry	....	.....	.....	.....	90,811 16
Hudson Electric	6	3,000 00	.....	3,000 00	736 93
Ithaca	....	.....	.....	.....	7,417 96
Jamaica and Brooklyn	....	.....	.....	.....	4,585 41
Jamestown	....	.....	.....	.....	.....
Johnst'n, Gloversv and Kings.	....	.....	.....	.....	452 47
Kingston City	....	.....	.....	.....	1,620 53
Long Island City and Newtown.	....	.....	.....	.....	.....
Metropolitan street	....	n	.....	.....	.....
Middletown-Goshen Trac. Co.	....	g	.....	.....	.....
Newburg Electric	....	.....	.....	.....	1,184 01
Niagara Falls and Sus. Bridge.	10	6,560 00	.....	6,560 000	4,269 37

(*Continued*).

ELEVATED STEAM.

and Surplus or Deficiency for years ending June 30, 1893 *and* 1894.

	1894.					
Deficiency.	Dividends Declared. Rate.	Dividends Declared. Amount.	Miscellaneous.	Total payments.	Surplus.	Deficiency.
.....	....	.....	.....	.....	.....	$126,617 95
.....	....	.....	.....	.....	.....	102,221 84
.....	6	$1,800,000 00	.....	$1,800,000 00	$532,647 24	.....
.....	...	.....	.....	.....	.....	1,966 40
.....	....	$1,800,000 00	.....	$1,800,000 00	$532,647 24 230,806 19	$230,806 19
				Net surplus ..	$301,841 05	

Operated by Mechanical Traction.

.....	12	$127,497 00	.....	$127,497 00	.....	$35,992 11
.....	....	.....	.....	.....	.....	4,490 85
.....	5	100,000 00	.....	100,000 00	$15,226 57	.....
$2,314 70	...	.....	.....	.....	.....	10,789 50
.....	20	54,010 00	$6,398 29	60,408 29	.....	37,278 06
.....	....	l	862 16	862 16	53,319 30	.....
11,548 63	....	l	.....	.....	.....	12,640 69
.....	....	.....	.....	.....	.....	.....
.....	....	k	.....	.....	.....	.....
.....	10	100,000 00	.....	100,000 00	38,726 70	.....
.....	....	.....	.....	.....	54,552 42	.....
.....	....	l	.....	.....	.....	89,005 27
.....	....	.....	.....	.....	154,994 90	.....
.....	....	.....	.....	.....	1,631 91	.....
279 69	....	.....	.....	.....	.....	5,589 51
.....	....	.....	.....	.....	3,487 33	.....
.....	...	.....	.....	.....	.....	.....
.....	10	7,500 00	.....	7,500 00	.....	4,301 25
.....	...	m	.....	.....	.....	.....
.....	6	60,000 00	.....	60,000 00	.....	18,141 78
3,171 54	...	.....	.....	.....	.....	3,226 75
.....	...	.....	.....	.....	35,332 51	.....
4,368 62	5	3,672 50	64 50	3,737 00	865 46	.....
.....	...	.....	.....	.....	6,798 76	.....
13,665 89	....	.....	.....	.....	.....	15,455 11
742 21	....	.....	.....	.....	258 43	.....
.....	....	.....	.....	.....	4,449 40	.....
864 97	....	.....	.....	.....	.....	3,944 61
.....	....	n	.....	.....	.....	.....
.....	....	.....	.....	.....	1,596 22	.....
.....	....	.....	.....	.....	6,049 26	.....
.....	....	l	.....	.....	.....	4,585 77
190 55	...	.....	.....	.....	.....	9,124 81
.....	....	s	.....	.....	.....	.....
.....	2½	3,750 00	.....	3,750 00	4,281 68	.....
29,835 38	...	.....	.....	.....	.....	15,161 57
.....	....	n	.....	.....	314,538 77	.....
.....	...	.....	.....	.....	214 49	.....
.....	....	.....	.....	.....	1,086 26	.....
.....	1½	6,000 00	.....	6,000 00	6,061 90	.....

TABLE C—

ROADS IN OPERATION—SURFACE

Comparative Statement of Payments from Net Income (Dividends, etc.),

NAME OF ROAD.	1893.				
	DIVIDENDS DECLARED.		Miscellaneous.	Total payments.	Surplus.
	Rate.	Amount.			
Olean	....	.....	.....	.....	$1,6[illegible]5 82
Ossining	....	m.....	.....	.....	.....
Oswego	....	.....	$1,812 00	$1,812 00	.....
People's (Syracuse)	....	.....	.....	.....	.....
Pt. Rich. and Prohib. Park Elec	....	.....	.....	.....	.....
Rochester	....	.....	.....	.....	150,000 44
Rochester Electric	7	$14,000 00	.....	14,000 00	2,882 70
Rochester and Irondequoit	....	g	.....	.....	.....
Schenectady	....	.....	.....	.....	208 88
Sea Cliff Inclined Cable	....	.....	114 35	114 35	.....
Steinway	....	.....	.....	.....	.....
Syracuse Consolidated	....	.....	.....	.....	.....
Syracuse Street	....	g	.....	.....	.....
Third Avenue	10	240,000 00	.....	240,000 00	112,139 24
Tonawanda Electric	....	.....	.....	.....	5,547 34
Tonawanda Street	....	.....	.....	.....	.....
Troy City	....	40,000 00	.....	40,000 00	132,977 64
Union (New York city)	....	.....	.....	.....	40,732 22
Union (Saratoga Springs)	....	.....	.....	.....	9,742 74
Utica Belt Line	....	.....	.....	.....	37,136 76
Utica and Mohawk	6	3,000 00	1,976 97	4,976 97	.....
Watertown	....	.....	.....	.....	.....
Westchester Electric	....	g	.....	.....	.....
Yonkers	....	.....	.....	.....	3,968 14
	....	$1,142,301 00	$28,404 46	$1,170,705 46	$1,072,379 14

Operated by

Babylon	....	.....	.....	.....	$60 30
Central Crosstown	7	$42,000 00	.....	$42,000 00	10,511 34
Central Park, N. and E. River	1½	27,000 00	.....	27,000 00	55,865 41
Cortland and Homer	3	1,200 00	.....	1,200 00	.....
Deerfield and Utica	....	.....	.....	.....	.....
Dry Dock, E B'way and Batt'y	6	72,000 00	.....	72,000 00	133 66
Eighth Avenue	10	100,000 00	.....	100,000 00	39,932 60
Forty-sec. St. and G'd St Ferry	24	179,5[illegible]0 00	.....	179,520 00	.....
Forty sec. St. M. and St. N. Av.	....	.....	.....	.....	12,374 96
Frankfort and Ilion	0	1,427 50	.....	1,427 50	21 91
Fulton and Oswego Falls	....	.....	.....	.....	594 86
Herkimer and Mohawk	24	4,080 00	.....	4,080 00	.....
Huntington	4	1,200 00	.....	1,200 00	69 68
Larchmont	....	.....	.....	.....	243 40
Metropolitan Crosstown	....	.....	.....	.....	26,983 25
Mohawk and Ilion	16	2,400 00	.....	2,400 00	.....
New York and Harlem	2½	250,000 00	.....	250,000 00	81,110 91
Ogdensburg	....	.....	.....	.....	465 75
Oneida	7	1,050 00	.....	1,050 00	529 28
Oneida Street (Utica)	....	.....	.....	.....	.....

(*Continued*).

STREET — *Operated by Mechanical Traction.*

and Surplus or Deficiency for years ending June 30, 1893 *and* 1894.

	1894.					
Deficiency.	Dividends Declared. Rate.	Dividends Declared. Amount.	Miscellaneous.	Total payments.	Surplus.	Deficiency.
.....	....	.....	.....	.....	$9,416 38	.....
.....	....	.....	.....	.....	.....	$9,314,77
$4,326 50	....	.....	.....	.....	.....	$1,206 80
4,666 40	....	p.....	.....	.....	.....	358 59
16,819 82	....	.....	.....	.....	.....	9,923 33
.....	....	.....	.....	.....	94,327 59	.....
.....	....	.....	.....	.....	12,250 54	.....
.....	....	o	.....	.....	4,389 16	.....
.....	....	.....	.....	.....	.....	23,918 43
41 53	....	.....	.....	.....	264 40	.....
64,054 97	....	.....	.....	.....	86,398 69	.....
31,278 02	....	.....	.....	.....	.....	5,685 66
.....	....	p	.....	.....	5,384 17	.....
.....	6	$420,000 00	.....	$420,000 00	8,202 67	.....
.....	....	.....	.....	.....	.....	29 16
1,064 29	....	.....	.....	.....	.....	3,793 72
.....	5	100,000 00	.....	100,000 00	353 51	.....
.....	....	.....	.....	.....	95,364 82	.....
.....	....	.....	.....	.....	9,240 03	.....
.....	....	.....	.....	.....	36,509 61	.....
4,982 47	....	.....	.....	.....	1,623 71	.....
10,201 19	....	m	.....	.....	.....	.....
.....	....	.....	.....	.....	.....	16,722 12
.....	....	.....	.....	.....	.....	3,774 12
$308,767 37	....	$982,429 50	$7,324 95	$989,754 45	$1,060,252 95 348,836 69	$348,836 69
				Net surplus...	$711,416 26	

Animal Power.

.....	....	.....	.....	.....	$326 90	.....
.....	7	$42,000,00	.....	$42,000 00	29,910 50	.....
.....	....	q	.....	.....	.....	.....
$1,514 59	....	.....	.....	.....	1,103 28	.....
135 68	....	.....	.....	.....	.....	$1,168 31
.....	2½	30,000 00	.....	30,000 00	.....	14,404 46
.....	13	130,000 00	.....	130,000 00	1,390 54	.....
29,326 91	....	q	.....	.....	.....	.....
.....	....	.....	.....	.....	.....	751 89
.....	5	718 75	.....	718 75	323 85	.....
.....	....	.....	.....	.....	499 23	.....
307 30	12	2,040 00	.....	2,040 00	.....	875 42
.....	4	1,200 00	.....	1,200 00	.....	313 39
.....	....	.....	.....	.....	2:6 52	.....
.....	....	n	.....	.....	.....	.....
419 03	13	1,950 00	.....	1,950 00	.....	1,287 36
.....	3	300,000 00	.....	300,000 00	86,296 72	.....
.....	....	.....	.....	.....	.....	14 88
.....	6	900 00	.....	900 00	155 72	.....
192 35	....	.....	.....	.....	.....	195 05

TABLE C—

ROADS IN OPERATION, SURFACE

Comparative Statement of Payments from Net Income (Dividends, etc.)

NAME OF ROAD.	1893.				
	DIVIDENDS DECLARED.		Miscellaneous.	Total payments.	Surplus.
	Rate.	Amount.			
Oneonta	....	.....	.....	.....	.....
Pelham Park	....	c.....	.....	.....	.....
Rockaway Village	....	.....	.....	.....	.....
Rome	....	.....	.....	.....	.....
Second Avenue	4½	$83,790 00	.....	$83,790 00	$8,710 26
Stillwater and Mechanicville	4	466 00	.....	466 00	299 56
Twenty-third Street	10	60,000 00	.....	60,000 00	59,519 48
Van Brunt St. and Erie Basin	6	9,000 00	.....	9,000 00	8,781 02
Operated by animal power	....	$835,133 50	.....	$835,133 50	$306,140 68
Operated by mechan'l traction	....	1,142,301 00	$28,404 46	1,170,705 46	1,072,379 14
		$1,977,434 50	$28,404 46	$2,005,838 96	$1,378,519 77 255,369 35
				Net surplus...	$1,123,150 42

(*Concluded*).

STREET—*Operated by Animal Power.*

and Surplus or Deficiency for years ending June 30, 1893 *and* 1894.

	1894.					
Deficiency.	Dividends Declared. Rate.	Dividends Declared. Amount.	Miscellaneous.	Total payments.	Surplus.	Deficiency.
$1,739 30	....	.....	.....	.....	.....	$2,298 02
.....	....	.....	.....	.....	.....	1,357 55
485 22	....	.....	.....	.....	.....	946 62
7,970 50	....	.....	.....	.....	.....	7,478 55
.....	4¼	$79,135 00	.....	$79,135 00	$12,350 49	.....
.....	....	.....	.....	.....	.....	505 16
.....	....	.....	.....	.....	.....	.....
.....	....	6,738 75	$1,602 27	8,341 02	509 90	.....
$52,101 98	....	$594,677 50	$1,602 27	$596,279 77	$133,057 58 31,476 66	$31,476 66
					*$101,580 92	
208,767 37	....	982,429 50	7,324 95	989,754 45	$1,060,252 95	348,836 69
$265,869 35	....	$1,577,107 00	$8,927 22	$1,586,034 22	$1,193,310 53 380,313 35	$380,313 35
				*Net surplus..	$812,997 18	

(For foot-notes, see table "A," corresponding notes.)

TABLE

ROADS IN OPERATION —

Statement of Payments made by Lessee Companies for Rentals of

June 30,

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	Year ending June 30, 1893.	Year ending June 30, 1894.
Boston and Albany:		
Foreign roads	$78,000 00	$78,000 00
Buffalo, Rochester and Pittsburg:		
Clearfield and Mahoning Valley	.....	71,500 00
Catskill Mountain:		
Cairo	27,000 00	2,700 00
Chateaugay (Railroad):		
Chateaugay Railway	12,000 00	12,000 00
Plattsburgh and Dannemora	.....	1 00
Cooperstown and Charlotte Valley:		
Cooperstown and Susquehanna Valley	.....	9,912 39
Delaware and Hudson Canal Company:		
Albany and Susquehanna	987,427 59	1,107,598 75
New York and Canada	236,455 20	274,818 70
Rensselaer and Saratoga	1,008,242 00	1,076,762 94
Delaware, Lackawanna and Western:		
Cayuga and Susquehanna	54,600 00	54,600 00
Greene	26,000 00	26,000 00
New York, Lackawanna and Western	1,644,000 00	1,661,333 33
Oswego and Syracuse	189,896 00	189,896 00
Utica, Chenango and Susquehanna Valley	240,000 00	240,000 00
Valley	57,500 00	57,500 00
Elmira, Cortland and Northern:		
Canastota Northern	18,000 00	18,000 00
Elmira and Lake Ontario (by Northern Central):		
Elmira and Lake Ontario	.....	18,246 21
Elmira and Williamsport (by Northern Central):		
Elmira and Williamsport	151,500 00	168,758 70
Fall Brook:		
Syracuse, Geneva and Corning	263,257 16	215,052 73
Fitchburg:		
Troy and Bennington	15,400 00	15,400 00
Foreign roads	248,746 67	249,580 00
Fonda, Johnstown and Gloversville:		
Johnstown, Gloversville and Kingsboro	.....	2,000 00
Lake Shore and Michigan Southern:		
Foreign roads	623,113 09	559,058 39
Lehigh Valley Railroad:		
Lehigh Valley Railway	.....	675,000 00
Lehigh Valley Terminal	.....	500,000 00
Foreign roads	.....	875,317 44
Long Island:		
Atlantic Avenue } Other roads	.....	52,288 35
New York, Brooklyn and Manhattan Beach } Other roads	95,980 00	95,980 00
New York and Rockaway Beach } Other roads	115,652 87	17,500 00
North Shore branch } Other roads	.....	53,750 00
New Jersey and New York:		
New Jersey and New York Extension	11,400 00	2,850 00
New York Central and Hudson River:		
Carthage and Adirondack	.....	36,283 40
Carthage, Watertown and Sacketts Harbor	29,574 21	55,521 19
Dunkirk, Allegheny Valley and Pittsburg	187,642 17	223,000 08
Gouverneur and Oswegatchie	.....	15,000 00
Mohawk and Malone	.....	100,008 75
New Jersey Junction	68,000 00	68,000 00
New York and Harlem	1,660,175 00	1,656,616 68
New York and Putnam	.....	37,766 66
Niagara Falls Branch	17,937 50	17,937 50
Oswego and Rome	44,584 37	44,584 37
Rome, Watertown and Ogdensburg	1,049,370 85	1,065,536 29
Spuyten Duyvil and Port Morris	81,096 00	81,096 00

D.

SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1893 *and* 1894.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State.	
Year ending June 30, 1893.	Year ending June 30, 1894.	Year ending June 30, 1893.	Year ending June 30, 1894.	Year ending June 30, 1893.	Year ending June 30, 1894.
.....	.....	.....	.....	$78,000 00	$78,000 00
.....	.....	.....	.....	.....	71,500 00
$1,500 00	$1,500 00	$1,194 00	$1,194 00	6 00	6 00
12,000 00	12,000 00	.....	.....	.....	.....
.....	.....	.....	.....	.....	1 00
.....	9,912 39	.....	.....	.....	.....
741,427 59	731,370 89	245,000 00	245,000 00	1,000 00	131,227 86
236,455 20	236,218 72	.....	.....	.....	38,599 98
140,000 00	140,000 00	849,500 00	864,842 00	18,742 00	71,290 94
.....	.....	53,019 90	53,019 90	1,580 10	1,580 10
14,000 00	14,000 00	12,000 00	12,000 00	.....	.....
1,144,000 00	1,161,333 33	500,000 00	500,000 00	.....	.....
64,060 00	64,060 00	118,836 00	118,836 00	.....	.....
.....	.....	240,000 00	240,000 00	.....	.....
20,000 00	20,000 00	37,500 00	37,500 00	.....	.....
18,000 00	18,000 00	.....	.....	.....	.....
.....	.....	.....	.....	.....	13,246 21
88,500 00	88,500 00	54,500 00	60,000 00	8,500 00	20,258 70
83,058 25	81,173 50	145,750 00	119,250 00	34,448 91	14,639 23
2,400 00	2,400 00	9,048 00	9,048 00	3,952 00	3,952 00
.....	.....	.....	.....	248,746 67	249,580 00
.....	.....	.....	2,000 00	.....	.....
.....	.....	.....	.....	623,113 09	559,058 39
.....	675,000 00	.....	.....	.....	.....
.....	500,000 00	.....	.....	.....	.....
.....	.....	.....	.....	.....	875,317 44
.....	.....	.....	.....	.....	59,288 35
79,150 00	63,480 00	16,880 00	32,500 00	.....	.....
.....	17,500 00	.....	.....	115,652 87	.....
.....	53,750 00	.....	.....	.....	.....
7,200 00	1,800 00	4,200 00	1,050 00	.....	.....
.....	36,232 65	.....	.....	.....	75
.....	.....	.....	.....	29,574 21	55,521 19
157,652 17	203,000 00	.....	19,500 00	.....	500 00
.....	15,000 00	.....	.....	.....	.....
.....	100,000 00	.....	.....	.....	6 75
.....	.....	.....	.....	68,000 00	68,000 00
840,175 00	840,000 00	800,000 00	800,000 00	20,000 00	16,016 68
.....	87,756 66	.....	.....	.....	.....
.....	.....	17,500 00	17,500 00	437 50	437 50
44,500 00	44,500 00	.....	.....	84 37	84 37
578,787 54	555,618 00	449,979 38	478,125 00	27,603 93	51,793 29
.....	.....	79,120 00	79,120 00	1,978 00	1,978 00

TABLE D —

ROADS IN OPERATION —

Statement of Payments made by Lessee Companies for Rentals of

June 30,

LESSEE AND LESSOR.	Total amount of rentals paid by lessee. Year ending June 30, 1893.	Year ending June 30, 1894.
New York Central and Hudson River — (*Concluded*):		
Troy and Greenbush	$19,780 20	$19,780 20
Utica and Black River	263,000 25	255,500 25
West Shore	2,000,014 49	2,000,014 42
New York, Lake Erie and Western:		
Avon, Geneseo and Mount Morris	13,600 00	13,600 00
Buffalo, Bradford and Pittsburg	40,600 00	40,600 00
Buffalo, New York and Erie	238,100 00	238,100 00
Buffalo and South Western	133,042 26	124,299 68
Goshen and Deckertown	19,085 00	19,085 00
Lockport and Buffalo	21,000 00	21,000 00
Middletown and Crawford	10,500 00	10,500 00
Montgomery and Erie	16,000 00	16,000 00
Newburgh and New York	12,500 00	12,500 00
New York, Pennsylvania and Ohio	2,275,010 13	1,953,240 66
Northern of New Jersey	131,228 77	131,580 15
Rochester and Genesee Valley	34,012 00	34,012 00
Suspension Bridge and Erie Junction	79,118 97	64,417 13
Foreign roads	1,292,666 33	1,244,628 29
New York and New England:		
Foreign roads	434,238 35	494,054 37
New York, New Haven and Hartford:		
Harlem River and Port Chester	170,000 00	170,000 00
Foreign roads	1,567,531 33	3,209,974 95
New York, Ontario and Western:		
Ontario, Carbondale and Scranton	101,689 42	103,435 72
Utica, Clinton and Binghamton and Rome and Clinton	75,000 00	75,000 00
Wharton Valley	3,750 00	3,750 00
Ogdensburg and Lake Champlain:		
Saratoga and St. Lawrence	3,375 00	3,250 00
Philadelphia and Reading:		
Foreign roads	9,323,973 74	.....
Philadelphia, Reading and New England:		
Dutchess County	16,500 00	21,516 77
Hartford and Connecticut Western	56,975 83	61,314 36
Prospect Park and Coney Island:		
New York and Coney Island	7,731 25	5,462 50
Prospect Park and South Brooklyn	2,625 00	2,250 00
Schoharie Valley (by Lessee):		
Schoharie Valley	.....	6,000 00
Staten Island Rapid Transit:		
Staten Island	79,850 00	81,083 75
Tioga:		
Elmira State Line	2,044 00	2,044 00
Foreign road	12,750 00	12,750 00
	$27,658,455 02	$29,305,819 98

(*Continued*).

SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1893 *and* 1894.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State.	
Year ending June 30, 1893.	Year ending June 30, 1894.	Year ending June 30, 1893.	Year ending June 30, 1894.	Year ending June 30, 1893.	Year ending June 30, 1894.
.....	.....	$19,250 00	$19,250 00	$480 20	$480 20
$99,000 00	$91,500 00	155,610 00	155,610 00	8,390 25	8,390 25
2,000,000 00	2,000,000 00	.....	.....	14 49	14 42
.....	.....	13,500 00	13,500 00	100 00	100 00
40,600 00	40,600 00	.....	.....	.....	.....
166,600 00	166,600 00	66,500 00	66,500 00	5,000 00	5,000 00
90,000 00	90,000 00	33,028 33	33,028 33	10,013 95	1,371 35
14,790 00	14,790 00	4,245 00	3,847 60	.....	397 40
9,800 00	9,800 00	11,200 00	10,344 00	.....	856 00
2,970 00	2,970 00	6,721 00	7,329 00	809 00	198 00
8,525 00	8,525 00	6,750 00	6,750 00	725 00	725 00
12,500 00	12,500 00	.....	.....	.....	.....
1,130,476 67	480,000 00	.....	.....	1,144,533 46	1,483,940 66
39,240 00	39,240 00	40,000 00	42,500 00	51,968 77	49,840 15
.....	.....	33,312 00	33,312 00	700 00	700 00
70,000 00	64,417 13	.....	.....	9,118 97	.....
.....	.....	.....	.....	1,292,666 33	1,244,688 29
.....	.....	.....	.....	434,238 35	494,054 37
170,000 00	170,000,00	.....	.....	.....	.....
.....	.....	.....	.....	1,587,531 33	3,209,974 95
75,000 00	75,000 00	.....	.....	26,689 43	28,435 72
50,000 00	50,000 00	25,000 00	25,000 00	.....	.....
.....	3,750 00	.....	.....	3,750 00	.....
.....	3,250 00	.....	.....	3,375 00	.....
.....	.....	.....	.....	9,323,973 74	.....
.....	20,596 77	.....	.....	16,500 00	1,000 00
35,000 00	35,059 60	21,975 83	26,364 78	.....	.....
.....	.....	7,731 25	5,462 50	.....	.....
.....	.....	2,625 00	2,250 00	.....	.....
.....	.....	.....	.....	.....	6,000 00
20,250 00	21,483 75	56,000 00	56,000 00	3,600 00	3,600 00
.....	.....	2,044 00	2,044 00	.....	.....
.....	.....	.....	.....	12,750 00	12,750 00
$8,307,617 42	$9,174,188 39	$4,128,469 69	$4,199,470 11	$15,218,367 91	$8,932,161 40

TABLE D —

ROADS IN OPERATION —

Statement of Payments made by Lessee Companies for Rentals of

June 30,

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	Year ending June 30, 1893.	Year ending June 30, 1894.
Albany:		
Watervliet	$94,213 83	$81,760 00
Brooklyn Heights:		
Brooklyn City	72,882 91	1,719,683 75
Cayadutta:		
Johnstown, Gloversville and Kingsboro	.....	2,366 66
Central Crosstown:		
Christopher and Tenth Street	64,650 00	64,650 00
Houston, West Street and Pavonia Ferry:		
Different lines in New York city	699,750 00	.....
Hornellsville and Canisteo:		
Canisteo Valley	.....	1,200 00
Metropolitan Street:		
Bleecker Street and Fulton Ferry	.....	62,500 00
Broadway and Seventh Avenue	.....	656,185 43
Central Park, North and East River	.....	238,000 00
Forty-second Street and Grand Street Ferry	.....	147,681 24
Ninth Avenue	.....	56,500 00
Sixth Avenue	.....	159,791 67
Twenty-third Street	.....	149,259 00
Rochester and Irondequoit:		
Rochester and Lake Ontario	.....	6,500 00
Steinway:		
Bliss Avenue and Sanford's Point	1,751 92	437 98
Troy City:		
Lansingburgh and Cohoes	1,050 00	1,050 00
Troy and Cohoes	3,500 00	3,500 00
Troy and Lansingburgh	75 00	50 00
Waterford and Cohoes	1,750 00	1,750 00
Twenty-third Street:		
Bleecker Street and Fulton Ferry	62,500 00	.....
Utica Belt Line:		
Utica, Clinton and Binghamton (city division)	16,625 00	15,000 00
Watertown:		
Watertown and Brownville	3,600 00	.....
	$889,328 66	$3,301,896 73

(*Concluded*).

SURFACE STREET.

Leased Lines and disposition of same by Lessors, for years ending 1893 *and* 1894.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State.	
Year ending June 30, 1893.	Year ending June 30, 1894.	Year ending June 30, 1893.	Year ending June 30, 1894.	Year ending June 30, 1893.	Year ending June 30, 1894.
$24,213 83	$31,700 00	.....	.....	.....	.....
11,049 72	282,600 59	$61,813 19	$1,133,262 01	.....	$303,971 15
.....	2,366 66	.....	.....	.....	.....
12,650 00	12,650 00	52,000 00	52,000 00	.....	.....
233,750 00	.....	396,000 00	.....	.....	.....
.....	1,200 00	.....	.....	.....	.....
.....	49,000 00	.....	13,500 00	.....	.....
.....	446,185 43	.....	210,000 00	.....	.....
.....	84,000 00	.....	141,000 00	.....	.....
.....	12,991 24	.....	134,640 00	.....	.....
.....	.....	.....	48,000 00	.....	2,500 00
.....	.....	.....	140,000 00	.....	19,791 67
.....	41,350 00	.....	108,000 00	.....	.....
.....	6,500 00	.....	.....	.....	.....
.....	.....	.....	.....	$1,751 92	437 98
.....	.....	1,050 00	1,050 00	.....	.....
.....	.....	3,500 00	3,500 00	.....	.....
.....	.....	.....	.....	75 00	50 00
.....	.....	1,750 00	1,750 00	.....	.....
49,000 00	.....	13,500 00	.....	.....	.....
.....	.....	.....	.....	16,625 00	15,000 00
2,100 00	.....	1,500 00	.....	.....	.....
$333,763 55	$970,443 92	$531,113 19	$1,989,702 01	$18,451 92	$341,750 80

TABLE

ROADS IN OPERATION—

Condensed Balance Sheet,

NAME OF ROAD.	Assets.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Addison and Pennsylvania	$1,420,196 29	.....	$12,436 63	$1,432,632 92
Adirondack	2,599,945 75	.....	182,405 98	2,782,351 68
Albany and Susquehanna	14,200,766 55	$7,000 00	572,941 87	14,780,708 42
Albany and Vermont	600,000 00	.....	8,060 50	608,060 50
Allegheny and Kinzua	800,642 92	.....	4,032 85	804,675 77
Amst'dam, Chuc'a and North'n	20,000 00	.....	.....	20,000 00
Avon, Geneseo and Mt. Morris	224,800 10	.....	863 95	225,664 05
Bath and Hammondsport	402,061 40	.....	12,981 61	414,998 01
Boston and Albany	29,445,392 87	2,180,574 38	6,373,773 29	37,999,740 54
Brooklyn, Bath and West End	1,928,544 11	.....	14,736 42	1,943,280 53
Brooklyn and Brighton Beach	1,691,827 90	.....	6,663 93	1,698,491 83
Brooklyn and Rockaway Beach	542,903 42	.....	67,320 89	610,223 31
Buffalo, Bradford and Pittsburg	3,114,975 97	.....	.....	3,114,975 97
Buffalo Creek	736,930 24	.....	2,576 68	739,506 92
Buffalo Erie Basin	13,503 19	.....	.....	13,503 19
Buffalo, New York and Erie	3,330,000 00	1,600 00	55,750 09	3,387,350 09
Buffalo, Roches'er & Pittsburg	21,959,711 26	1,048,149 18	1,034,710 53	24,042,570 97
Buffalo and South Western	2,511,030 99	.....	60,065 92	2,571,106 91
Cairo	47,260 76	.....	1,716 92	48,977 68
Campbell Hall Connecting	375,000 00	.....	.....	375,000 00
Canastota Northern	500,000 00	.....	9,000 00	509,000 00
Carthage and Adirondack	1,541,240 58	.....	.....	1,541,240 58
Carthage, Watert. & Sack. Har.	767,847 37	.....	52,946 85	820,794 22
Catskill Mountain	433,576 87	.....	6,990 70	440,567 57
Catskill and Tannersville	24,522 10	.....	1,537 50	26,056 60
Cayuga and Susquehanna	600,000 00	.....	3,230 30	603,230 30
Central Dock and Terminal	545,309 31	.....	14,248 22	559,557 53
Central New York and Western	1,357,536 87	.....	6,181 87	1,363,718 74
Chautauqua Lake (Receiver)	71,128 39	.....	29,053 92	100,182 31
Chateaugay (Railroad)	445,596 10	.....	722,885 75	1,168,481 85
Chateaugay (Railway)	368,000 00	.....	.....	368,000 00
Cherry Valley, Sharon & Albany	589,100 00	.....	.....	589,100 00
Clove Branch	189,105 16	1,223 22	4,407 07	194,735 45
Conesus Lake	27,027 88	.....	.....	27,027 88
Connecting Terminal	604,902 68	.....	410,584 05	1,015,486 73
Cooperstown & Charlotte Val.	39,874 89	.....	5,927 86	45,802 75
Cooperstown and Susq. Valley	571,298 15	.....	18,905 15	590,203 30
Dansville and Mt. Morris	209,556 21	.....	10,516 47	220,072 68
Dunkirk, Alleg. Val. & Pittsb	4,541,256 67	.....	23,385 27	4,564,641 94
Elmira, Cortland and Northern	4,386,369 72	.....	77,825 25	4,464,194 97
Elmira and Lake Ontario	2,000,000 00	.....	12,500 00	2,012,500 00
Elmira State Line	189,200 00	.....	61,000 00	250,200 00
Elmira and Williamsport	2,570,900 00	3,509 39	38,452 82	2,611,762 21
Erie and Black Rock	37,291 79	.....	503 00	37,794 79
Erie International	210,743 57	.....	.....	210,743 57
Fall Brook	4,924,619 24	.....	1,101,844 80	6,026,464 04
Fitchburg	42,330,084 57	1,642,555 39	3,919,833 80	48,392,473 76
Fonda, Johns. and Gloversville	970,088 63	32,195 12	105,877 07	1,108,160 82
Genesee and Wyoming Valley	250,000 00	.....	7,844 16	257,844 16
Glendale and East River	176,626 39	7,460 00	.....	184,086 39
Glen Haven	167,999 75	.....	1,318 20	169,317 95
Goshen and Deckertown	342,690 00	.....	1,985 74	344,675 74
Gouverneur and Oswegatchie	650,000 00	.....	.....	650,000 00
Grand View Beach	306,578 71	3,000 00	1,251 96	310,830 67
Greene	401,804 19	.....	.....	401,804 19

E.

SURFACE STEAM.

June 30, 1894.

Liabilities.				Profit and Loss.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
$766,486 07	$278,706 22	$279,566 33	$1,424,758 62	$7,874 30	.....
2,600,000 00	1,000,000 00	18,707 81	3,618,707 81	.....	$556,356 13
3,500,000 00	11,000,000 00	.....	14,500,000 00	289,708 42	.....
600,000 00	.....	.....	600,000 00	8,060 50	.....
500,000 00	285,000 00	17,667 77	802,667 77	2,008 00	.....
20,000 00	.....	.....	20,000 00	.....	.....
295,000 00	.....	.....	295,000 00	664 05	.....
100,000 00	300,000 00	13,027 43	413,027 43	1,985 58	.....
25,000,000 00	9,475,000 00	3,363,046 83	37,838,046 83	161,698 71	.....
1,600,000 00	1,037,933 00	25,583 60	2,663,566 60	.....	120,286 07
1,000,000 00	500,000 00	468,144 39	1,968,144 39	.....	269,652 56
100,000 00	300,000 00	54,117 74	504,117 74	106,105 57	.....
2,266,400 00	580,000 00	248,575 97	3,114,975 97	.....	.....
250,000 00	488,000 00	.....	738,000 00	1,506 92	.....
13,508 19	.....	.....	13,508 19	.....	.....
250,000 00	2,250,000 00	2,597 50	3,332,597 50	54,752 59	.....
12,000,000 00	10,893,500 00	1,123,853 51	24,017,353 51	25,907 41	.....
943,666 66	1,500,000 00	51,733 66	2,495,400 32	75,706 59	.....
22,900 00	25,000 00	250 00	48,150 00	897 68	.....
125,000 00	250,000 00	.....	375,000 00	.....	.....
300,000 00	200,000 00	9,000 00	509,000 00	.....	.....
500,000 00	1,100,000 00	.....	1,600,000 00	.....	58,759 42
497,345 00	300,000 00	11,251 21	798,596 21	22,198 01	.....
39,000 00	303,500 00	6,930 34	399,430 34	41,137 23	.....
25,000 00	.....	1,022 10	26,022 10	37 50	.....
589,110 00	.....	.....	589,110 00	14,120 30	.....
487,500 00	.....	1,020 00	488,520 00	71,037 53	.....
1,600,000 00	242,000 00	132,352 13	1,374,352 13	.....	10,633 39
.....	77,200 00	29,977 32	107,177 32	.....	6,995 01
75,000 00	.....	445,578 39	520,578 39	647,908 46	.....
168,000 00	200,000 00	.....	368,000 00	.....	.....
289,100 00	300,000 00	112,761 14	701,861 14	.....	112,761 14
120,000 00	.....	9,487 52	129,487 52	35,248 93	.....
19,100 00	.....	8,793 96	27,893 96	.....	866 08
20,000 00	500,000 00	84,766 67	604,766 67	410,730 06	.....
14,730 00	.....	22,286 35	37,016 35	8,786 40	.....
308,405 00	199,600 00	.....	508,005 00	82,198 30	.....
50,000 00	150,000 00	28,859 24	228,859 24	.....	8,786 56
1,300,000 00	2,900,000 00	298,391 89	4,498,391 89	66,250 05	.....
2,000,000 00	2,000,000 00	52,580 98	4,052,580 98	411,613 99	.....
1,500,000 00	500,000 00	65,215 69	2,065,215 69	.....	52,715 69
90,200 00	160,000 00	.....	250,200 00	.....	.....
1,000,000 00	1,570,000 00	37,220 00	2,607,220 00	4,542 21	.....
920 00	.....	36,834 79	37,794 79	.....	.....
50,000 00	.....	160,743 57	210,743 57	.....	.....
5,000,000 00	530,000 00	155,714 35	5,685,714 35	340,749 69	.....
34,000,000 00	22,373,000 00	1,746,276 65	48,119,276 65	273,197 11	.....
300,000 00	500,000 00	82,059 78	882,059 78	226,101 04	.....
127,600 00	125,000 00	2,371 16	254,971 16	2,873 00	.....
7,480 00	176,606 39	.....	184,086 39	.....	.....
100,000 00	60,000 00	16,283 80	176,283 80	.....	6,965 85
16,190 00	246,500 00	.....	342,690 00	1,985 74	.....
250,000 00	300,000 00	.....	650,000 00	.....	.....
100,000 00	200,000 00	38,027 64	338,027 64	.....	27,196 97
200,000 00	200,000 00	1,804 19	401,804 19	.....	.....

TABLE E—

ROADS IN OPERATION—

Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Greenwich and Johnsonville....	$134,384 37	.....	$5,703 38	$140,087 75
Harlem River and Port Chester	3,066,700 17	.....	80 00	3,066,780 17
Hartford and Conn. Western ..	3,295,615 43	$136,772 05	.....	3,432,387 48
Island	455,500 00	.....	832 66	456,332 66
Kaaterskill	184,530 32	.....	1,948 34	186,478 66
Kanona and Prattsburgh.....	151,626 92	.....	838 70	152,465 62
Keesv., Aus. Chasm. and Lake C.	63,214 37	.....	1,690 75	64,905 12
Kinderhook and Hudson	559,359 19	130,255 13	48 91	689,663 23
Lake Champlain and Moriah...	449,861 96	.....	42,335 59	492,197 55
Lake Shore and Mich. South...	84,000,000 00	21,113,436 47	4,865,269 59	109,978,706 06
Lebanon Springs (Receiver)....	.....	.....	19,369 41	19,369 41
Lehigh and Hudson River.....	3,289,114 08	350,000 00	415,095 23	4,054,209 31
Lehigh Valley (Railroad).....	39,563,603 23	41,837,594 77	3,208,259 36	84,609,462 36
Lehigh Valley (Railway).....	24,379,174 85	.....	.....	24,379,174 85
Lima and Honeoye Falls	69,979 54	.....	1,711 88	71,691 42
Little Falls and Dolgeville	575,000 00	.....	6,864 45	581,864 45
Lockport and Buffalo	365,831 00	.....	292 23	366,123 23
Long Island	25,116,978 55	3,827,134 47	694,493 05	29,638,605 07
Mahopac Falls	100,112 50	.....	.....	100,112 50
Malone and St. Lawrence	480,000 00	.....	18,915 48	498,915 48
Marine.....	90,841 63	.....	1,565 93	92,407 56
Middleburgh and Schoharie....	103,575 00	.....	7,173 67	110,748 67
Middlesex Valley.	946,169 58	.....	22,294 17	968,463 75
Middletown and Crawford.....	193,354 11	.....	6,667 52	200,021 63
Mid'town, U'nville & Water Gap	350,476 47	.....	373 00	350,849 47
Mohawk and Malone	10,900,000 00	.....	.....	10,900,000 00
Montgomery and Erie.....	327,000 00	.....	1,008 44	328,008 44
Mount McGregor (Receiver)....	12,645 02	.....	1 73	12 646 75
Newburgh, Dutchess and Conn.	2,623,171 63	1,223 47	47,016 35	2,671,411 45
New Jersey and New York.....	2,977,029 02	841,725 00	21,742 94	3,840,496 96
N. Y., Br'klyn and Man. Beach	2,163,744 66	500,000 00	4,034 33	2,667,778 99
New York and Canada	8,936,564 43	.....	.....	8,936,564 43
New York Central and H. R ...	157,464,008 12	20,166,746 62	14,922,745 34	192,537,500 08
N.Y.C., H.R.R. and Ft. Orange.	5,000 00	.....	.....	5,000 00
N.Y. Cent. and Niagara River..	28,100 00	.....	.....	28,100 00
N. Y., Chicago and St. Louis ..	49,807,004 42	.....	1,074,384 46	50,881,388 88
New York and Coney Island ...	100,019 02	.....	964 87	100,983 89
New York and Harlem	23,565,414 61	4,800 00	1,451,964 33	25,022,178 94
N.Y., Lackawanna and Western.	32,307,849 37	.....	.....	32,077,849 37
N.Y., Lake Erie and Western..	a 72,848,201 10	14,201,193 53	4,409,818 20	191,459,6 2 93
New York and New England...	a 40,349,915 62	.....	2,679,967 17	43,029,882 79
N.Y., New Haven and Hartford	45,105,948 07	11,697,442 98	5,757,873 65	62,561,164 70
New York and Northern.....	13,580,217 05	.....	117,857 65	13,698,074 70
New York, Ontario and Western	68,757,438 54	3,073,100 00	2,891,741 68	74,722,280 22
New York, Penn. and Ohio.....	167,965,833 27	39,000 00	1,611,614 20	169,616,447 47
New York and Putnam	11,700,000 00	25,000 00	.....	11,725,000 00
New York and Rockaway Beach	2,892,499 98	.....	58,773 02	2,951,273 00
New York and Sea Beach	949,803 63	20,116 35	80,291 09	1,050,211 07
Niagara Falls Branch.....	243,756 00	.....	6,244 00	250,000 00
Niagara Junction	360,732 25	.....	1,716 99	362,449 24
Northern Adirondack	1,330,902 59	2,349 75	113,311 03	1,446,563 37
Northern of New Jersey.....	1,655,192 91	.....	201,698 94	1,856,891 85
Nyack and Northern	249,586 36	.....	.....	249,586 36
Ogdensburg and Lake Champ'n	7,568,039 44	413,538 88	370,813 77	8,352,392 09
Ont., Carbondale and Scranton.	3,720,332 44	.....	12,066 23	3,742,398 67

(*Continued*).

SURFACE STEAM.

June 30, 1894.

Liabilities.				Profit and Loss.	
Capital stock.	Funded debt	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
$118,000 00	.....	.....	$118,000 00	$22,067 75	.....
49,250 00	$3,000,000 00	$94,530 17	3,066,780 17	.....	.....
2,700,000 00	700,000 00	42,497 99	3,442,697 99	.....	$10,810 51
200,000 00	250,000 00	22,884 77	472,884 77	.....	16,552 11
100,000 00	.....	9,570 04	109,570 04	76,908 62	.....
12,000 00	.....	132,180 52	144,180 52	8,285 10	.....
30,710 00	30,000 00	1,561 39	62,271 39	2,638 73	.....
170,000 00	375,000 00	141,759 58	686,759 58	2,906 65	.....
200,000 00	.....	.....	200,000 00	292,197 55	.....
80,000,000 00	45,016,000 00	3,149,563 99	98,165,563 99	11,813,142 07	.....
.....	.....	37,354 10	37,354 10	.....	17,984 69
1,340,000 00	2,043,800 00	610,870 63	3,994,670 63	59,538 66	.....
49,441,310 00	23,929,000 00	3,956,581 89	78,326,891 89	6,289,570 47	.....
5,900,000 00	15,000,000 00	3,479,174 85	24,379,174 85	.....	.....
17,500 00	15,400 00	35,798 19	68,698 19	2,993 23	.....
250,000 00	325,000 00	1,981 35	576,981 35	4,883 10	.....
129,200 00	140,000 00	6,520 00	275,820 00	90,303 23	.....
12,000,000 00	15,982,135 98	818,616 52	28,800,751 80	837,853 27	.....
100,000 00	.....	.....	100,000 00	119 50	.....
249,600 00	240,000 00	18,685 40	498,685 40	230 08	.....
50,000 00	.....	23,202 84	73,202 84	19,204 72	.....
87,000 00	18,000 00	431 01	105,431 01	5,317 66	.....
500,000 00	440,000 00	14,297 08	954,297 08	14,166 67	.....
122,300 00	66,000 00	2,099 00	190,299 00	9,722 63	.....
149,850 00	400,000 00	80,582 97	630,432 97	.....	279,558 50
4,500,000 00	6,400,000 00	.....	10,900,000 00	.....	.....
150,000 00	170,500 00	6,500 00	327,000 00	1,008 44	.....
.....	.....	15,920 28	15,920 28	.....	3,278 48
1,100,000 00	1,390,500 00	76,349 69	2,566,849 69	104,561 76	.....
2,800,000 00	864,500 00	60,931 18	3,724,431 18	106,065 78	.....
1,000,000 00	1,678,000 00	1,470 00	2,679,470 00	.....	11,691 01
4,000,000 00	4,000,000 00	936,564 43	8,936,564 43	.....	.....
25,000,000 00	71,201,715 88	13,290,300 88	179,695,616 66	12,861,888 42	.....
2,000 00	.....	3,015 79	5,015 79	.....	15 79
28,100 00	.....	.....	28,100 00	.....	.....
30,000,000 00	19,425,000 00	1,532,673 70	50,957,673 70	.....	76,284 82
100,000 00	.....	.....	100,000 00	988 89	.....
10,000,000 00	12,000,000 00	55,657 13	22,055,657 13	2,966,521 81	.....
10,000,000 00	22,000,000 00	77,849 37	32,077,849 37	.....	.....
88,273,600 00	77,644,125 10	18,167,767 89	182,185,492 99	9,274,119 94	.....
28,317,600 00	17,320,484 03	3,629,344 81	44,767,428 84	.....	1,737,546 05
37,942,200 00	14,150,775 00	5,614,255 77	57,707,030 77	4,853,333 93	.....
9,000,000 00	4,400,000 00	588,822 98	13,988,822 98	.....	290,748 28
38,119,982 84	13,295,000 00	1,762,332 67	73,107,315 51	1,614,964 71	.....
44,900,350 00	121,482,173 25	2,240,642 38	168,722,165 63	894,281 84	.....
6,500,000 00	5,225,000 00	.....	11,725,000 00	.....	.....
1,000,000 00	1,968,000 00	42,391 54	3,010,391 54	.....	59,118 54
500,000 00	428,488 00	84,646 26	1,013,134 26	37,076 81	.....
200,000 00	.....	.....	250,000 00	.....	.....
300,000 00	.....	67,679 20	367,679 20	.....	5,229 96
842,000 00	497,000 00	99,290 08	1,436,290 68	10,273 39	.....
1,000,000 00	654,000 00	195,995 64	1,849,995 64	6,896 21	.....
78,250 00	57,500 00	13,836 36	249,586 36	.....	.....
3,677,500 00	4,833,750 00	441,142 09	8,352,392 09	.....	.....
1,500,000 00	1,500,000 00	663,141 39	3,663,141 39	79,257 28	.....

TABLE E—

ROADS IN OPERATION—

Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Orange County	$415,617 83	.....	.....	$415,617 83
Oswego and Rome	964,900 00	$10,100 00	.....	975,000 00
Oswego and Syracuse	2,431,513 49	.....	.....	2,431,513 49
Otis Elevating	274,633 48	.....	$2,202 30	276,835 78
Owasco River	60,377 54	.....	.....	60,377 54
Penn., Poughkeepsie and Boston	4,357,368 26	219,690 55	22,469 78	4,599,528 59
Philad'a, Reading and New Eng	a 16,272,351 08	900,068 00	1,313,353 72	18,485,766 80
Port Jervis, Monticello and N. Y.	812,007 68	.....	8,569 87	820,577 55
Poughkeepsie and Eastern	142,392 74	.....	370,630 34	512,953 08
Prospect Park and Coney Island	1,165,074 10	420,000 00	28,607 46	1,613,681 56
Prospect Park and S. Brooklyn	50,000 00	.....	.....	50,000 00
Rensselaer and Saratoga	10,917,488 67	1,082,511 33	61,400 09	12,061,400 09
Rochester and Lake Ontario	69,656 33	6,500 00	.....	76,156 33
Rome and Clinton	360,000 00	.....	167 00	360,167 00
Rome, W'town and Ogdensburg	15,930,425 72	5,036,779 22	29 17	20,966,234 81
Saranac and Lake Placid	353,425 25	20,000 00	2,744 69	375,169 94
Saratoga and Schenectady	450,000 00	5,000 00	1,070 22	456,070 22
Schenectady and Duanesburgh	692,375 63	.....	.....	692,375 63
Schoharie Valley	102,718 30	.....	.....	102,718 30
Seneca Electric	92,118 38	.....	1,189 04	93,307 42
Silver Lake	330,918 02	.....	18,223 23	349,141 25
Skaneateles	108,400 00	.....	22,282 56	130,682 56
S Brooklyn R. R. and Terminal	1,386,728 31	580 00	4,248 37	1,391,556 68
Southern Central	4,380,970 30	74,577 24	37,245 29	4,492,792 83
Spuyten Duyvil and P't Morris	989,000 00	.....	.....	989,000 00
Staten Island	1,435,407 58	.....	63,394 95	1,498,802 53
Staten Island and Rapid Transit	9,043,339 76	10,312 67	454,589 11	9,508,061 54
Sterling Mountain	506,864 02	.....	4,290 20	511,154 22
Suspens'n B'dge and Erie Junc.	1,932,464 58	.....	86 42	1,932,551 00
Syracuse and Baldwinsville	190,991 73	8,000 00	5,966 47	204,958 20
Syracuse, Binghamton & N. Y.	4,684,206 96	.....	273,637 11	4,957,844 07
Syracuse, Geneva and Corning	3,019,953 99	.....	62,793 76	3,082,747 75
Tioga	1,471,733 93	43,742 64	2,292,257 60	3,807,734 17
Tivoli Hollow	32,500 00	.....	.....	32,500 00
Troy and Bennington	236,953 37	.....	2,115 92	239,069 29
Troy and Greenbush	274,400 00	4,400 00	169 41	278,969 41
Ulster and Delaware	3,250,948 62	740,000 00	110,481 95	4,101,430 57
Union	50,000 00	.....	.....	50,000 00
United States and Canada	657,288 21	.....	362 35	657,650 56
Utica and Black River	4,368,232 40	250,000 00	1,798 67	4,620,031 07
Utica, Chen & Susq. Val'ey	4,166,869 32	.....	.....	4,166,869 32
Utica, Clinton & Binghamton	1,690,566 40	.....	37,412 46	1,727,978 86
Valley	1,152,790 45	.....	.....	1,152,790 45
Wallkill Valley	945,842 78	.....	29,930 66	975,773 44
Waverly and State Line	64,398 05	.....	.....	64,398 05
W'lsv'e, Coudersp't & Pine C'k	109,889 00	.....	7,483 71	117,372 71
Western New York and Penn	63,130,883 57	11,137,659 39	693,017 47	74,961,759 43
West Shore	60,000,000 00	.....	.....	60,000,000 00
West Troy and Green Island	189,129 86	.....	.....	189,129 86
	$1,404,495,775 02	$143,269,012 84	$66,155,088 95	$1,613,909,876 81
				1,554,745,718 34
			Net surplus.	$59,164,113 47

(*Continued*).

SURFACE STEAM.

June 30, 1894.

Liabilities.				Profit and Loss.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
$300,000 00	.....	$211,569 92	$411,569 92	$4,047 91	.....
225,000 00	$750,000 00	.....	975,000 00	.....	.....
1,320,400 00	1,106,000 00	33,777 79	2,460,177 79	.....	$326,664 30
145,600 00	110,000 00	20,837 55	276,437 55	406 23	.....
30,000 00	.....	9,639 76	39,639 76	20,787 78	.....
2,000,000 00	2,073,973 82	1,620,949 34	5,696,223 16	.....	1,093,700 57
6,600,000 00	10,100,000 00	2,275,697 75	18,975,697 75	.....	489,930 95
409,100 00	364,000 00	164,511 01	937,611 01	.....	116,733 46
500,000 00	.....	12,355 07	512,355 07	598 01	.....
250,000 00	1,384,863 00	153,253 26	1,788,166 26	.....	174,484 70
50,000 00	.....	.....	50,000 00	.....	.....
10,000,000 00	2,000,000 00	.....	12,000,000 00	61,400 09	.....
65,000 00	.....	6,500 00	71,500 00	4,656 33	.....
345,360 00	.....	59 09	345,419 09	14,747 91	.....
10,000,000 00	10,773,300 00	53,891 96	20,827,191 96	139,042 83	.....
250,000 00	120,000 00	4,200 00	374,200 00	969 94	.....
450,000 00	.....	.....	450,000 00	6,070 22	.....
100,900 00	500,000 00	91,475 63	692,375 63	.....	.....
100,900 00	40,000 00	2,400 00	142,400 00	.....	39,681 79
40,000 00	40,000 00	8,164 52	88,164 52	5,142 90	.....
120,000 00	102,000 00	20,395 05	242,395 05	106,746 20	.....
77,800 00	10,000 00	20,600 00	108,400 00	23,252 56	.....
500,000 00	1,200,000 00	532,631 30	2,232,631 30	.....	341,274 62
1,774,950 00	3,865,950 00	1,026,394 46	6,667,294 46	.....	2,174,501 63
989,000 00	.....	.....	989,000 00	.....	.....
1,050,000 00	447,000 00	.....	1,497,000 00	1,802 53	.....
509,000 00	8,000,000 00	1,123,429 85	9,632,429 85	.....	114,766 31
80,000 00	475,674 00	151,093 48	706,767 48	.....	196,613 26
500,000 00	1,000,000 00	462,551 00	1,962,551 00	.....	.....
94,260 00	115,000 00	.....	209,260 00	.....	4,301 80
2,500,000 00	1,966,000 00	104,554 58	4,570,554 58	327,989 49	.....
1,325,600 00	1,320,700 00	16,306 12	2,662,006 12	430,711 63	.....
589,900 00	789,500 00	44,122 16	1,414,522 16	2,398,203 01	.....
32,500 00	.....	.....	32,500 00	.....	.....
150,800 00	33,000 00	.....	183,800 00	55,269 29	.....
274,400 00	.....	.....	274,400 00	4,589 41	.....
1,794,600 00	1,852,500 00	33,898 16	3,685,998 16	415,432 41	.....
50,000 00	.....	.....	50,000 00	.....	.....
208,295 00	433,470 00	15,295 56	657,690 56	.....	.....
2,223,600 00	2,200,000 00	.....	4,423,000 00	127,021 07	.....
4,000,000 00	.....	166,869 32	4,166,869 32	.....	.....
849,285 00	800,000 00	25,000 00	1,674,285 00	53,698 86	.....
750,000 00	400,000 00	2,730 45	1,152,730 45	.....	.....
320,000 00	580,000 00	28,890 86	928,890 86	36,952 58	.....
10,000 00	.....	54,398 05	64,398 05	.....	.....
68,554 01	25,500 00	1,667 75	95,721 76	21,650 96	.....
20,000,000 00	32,105,011 86	5,256,216 02	67,369,227 88	7,599,531 55	.....
10,000,000 00	50,000,000 00	.....	60,000,000 00	.....	.....
3,200 00	.....	135,929 86	139,129 86	.....	.....
$723,749,893 77	$783,577,594 78	$85,418,795 79	$1,554,745,713 34	$67,658,082 38	$8,493,968 91
				8,493 968 91	
			Net surplus....	$59,164,113 47	

TABLE E —

Note Referring to Surface

In addition to the companies furnishing balance sheets on Table E, there are several whose standing, and there are others furnishing no balance sheets, or defective ones, in reports filed equipment by lessees or owners. In order to arrive at the total stock and debt and cost of as shown respectively on Table E.

Albany and Susquehanna .....

Hayt's Corners, Ovid and Willard .....
Lackawanna and Susquehanna .....
Rensselaer and Saratoga .....

Rochester and Genesee Valley .....

Rochester, New York and Pennsylvania .....
Schenectady and Mechanicville .....
Seneca Falls and Cayuga Lake .....

Troy Union .....

Total amount of cost of road and equipment, capital stock and debt not shown on
Add amount shown as above on Table E .....

Total amount of cost of road and equipment, capital stock and debt, as

Total assets, as shown on Table E	$1,613,909,836 81
Add additional cost of road and equipment, as shown on above note	6,763,891 43
Total amount of assets, as reported June 30, 1894	$1,620,673,628 24

Excess of assets over liabilities, as reported June 30, 1894 .....

Net surplus, as shown on Table E .....
Add additional assets (cost of road and equipment), as per above note .....
Deduct additional liabilities (stock and debt), as per above note .....

Total net surplus, as reported June 30, 1894 .....

(*Continued*).

Steam Roads in Table E.

roads have been partially absorbed or leased, but who still have capital stock and debts outwith the Board, upon whose roads expenditures have been made on account of cost of road and road and equipment, as reported June 30, 1894, the following amounts must be added to those

	Cost of road and equipment	Capital sto	Funded debt.
Leased by Delaware and Hudson Canal Co. (expended by lessee)	$1,474,013 75	.....	.....
Leased by Lehigh Valley R. R. Co	2,278 52	$4,100 00	.....
Built and owned by Del. and Hud. Canal Co.	1,220,597 55	.....	.....
Leased by Delaware and Hudson Canal Co. (expended by lessee)	3,085,965 35	.....	.....
Leased by New York, Lake Erie and Western R. R. Co	.....	555,200 00	.....
Leased by Western New York and Penn	.....	1,500,000 00	.....
Built and owned by Del. and Hud. Canal Co.	215,761 46	.....	.....
No report filed. Last report made to Board showed	81,200 00	40,000 00	$50,000 00
Operated by New York Central and Hudson River, Delaware and Hudson, and Fitchburg	783,984 80	30,000 00	.....
foregoing Table E	$6,763,801 43	$2,129,300 00	$50,000 00
.....	1,404,485,775 02	735,749,392 77	733,577,524 78
reported June 30, 1894	$1,411,249,576 45	$737,878,692 77	$733,627,524 78

Total liabilities, as shown on Table E		$1,554,745,713 34
Add additional stock and debt, as shown on above note		2,179,300 00
Total amount of liabilities, as reported June 30, 1894		$1,556,925,013 34
.....	$63,748,614 90	
.....	$59,164,113 47	
..... $6,763,801 43		
..... 2,179,300 00		
	4,584,501 43	
.....	$63,748,614 90	

TABLE E —

ROADS IN OPERATION —

Condensed Balance Sheet,

NAME OF ROAD.	Assets.			
	Cost of road and equipment.	Other permanent investments	Supplies, cash and current assets.	Total assets.
Brooklyn	$26,483,105 56	.....	$446,806 87	$26,929,912 43
Fulton	2,945,495 91	.....	83,516 94	2,329,012 85
Kings County	10,206,203 47	$88,628 59	967,655 61	11,262,482 67
Manhattan	54,759,008 19	16,512,964 29	1,515,214 65	72,787,217 13
Sea View	207,801 10	.....	8,485 04	216,286 14
	$93,901,614 23	$16,601,587 88	$3,021,709 11	$113,524,911 22
				107,880,199 17
			Net surplus.	$5,644,712 05
			SURFACE STREET —	
Albany	$1,984,433 32	.....	$32,791 43	$2,017,224 75
Amsterdam	457,622 70	.....	51,977 51	509,600 21
Atlantic Avenue	5,288,018 39	$1,645,200 00	152,295 56	7,085,513 95
Auburn City	243,056 44	.....	1,751 80	244,808 24
Binghamton	1,020,097 05	.....	11,584 70	1,031,681 75
Broadway and Seventh Ave.	12,225,270 97	.....	52,500 00	12,277,770 97
Brooklyn City	18,839,934 13	.....	1,107,483 22	19,947,417 35
Brooklyn City and Newtown	3,214,076 64	.....	73,727 63	3,287,804 27
Brooklyn Heights	506,580 12	.....	1,229,613 80	1,736,193 92
Brooklyn, Queens Co. and Sub.	7,435,964 22	3,160,000 00	95,055 20	10,691,0.9 42
Buffalo	11,257,300 09	350,000 00	67,577 81	11,674,877 90
Buffalo, Bellevue and Lancaster	240,342 64	.....	4,985 91	245,328 55
Buffalo, N Main St. and Tona.	77,555 83	46,450 00	1,472 40	125,478 23
Buffalo and W'msville Electric	78,703 29	.....	2,384 19	81,087 48
Canandaigua Elec. Lt. and R.R.	35,112 14	.....	.....	35,112 14
Cayadutta	680,314 15	.....	82,189 15	762,503 30
Citizens' (Fishkill)	149,809 50	.....	6,812 38	156,621 88
City Island	4 ,633 67	.....	225 00	42,858 67
Coney Island and Brooklyn	1,556,215 24	.....	24,497 59	1,580,712 83
Crosstown (Buffalo)	3,704,005 70	.....	98,138 96	3,802,144 66
Dunkirk and Fredonia	126,348 23	1,011 00	2,119 27	129,473 50
Elmira and Horseheads	519,223 06	.....	16,760 54	535,986 60
Flushing and College Point	165,438 61	.....	40,295 67	205,734 28
Glens Falls, S. Hill and Ft Ed.	259,981 98	.....	17,470 43	277,452 41
Hornellsville and Canisteo	109,917 71	6,395 74	592 00	115,905 45
Hornellsville Electric	104,797 39	9,500 00	1,093 03	115,390 42
Hudson Electric	116,363 80	.....	1,222 84	117,586 64
Ithaca	491,016 54	50,000 00	25,519 40	566,535 94
Jamestown	477,7·0 51	30,148 18	239,025 56	746,964 25
Johnst'n, Glov'le and Kings'ro.	102,728 52	.....	.....	102,728 52
Kingston City	308,416 53	.....	5,253 80	313,670 33
Lansingburgh and Cohoes	15,000 00	.....	.....	15,000 00
Long Island City and Newtown.	513,746 10	.....	5,738 00	519,484 10
Metropolitan Street	15,058,224 96	57,238 00	958,199 79	16,073,649 75
Middletown-Goshen Trac. Co.	250,000 00	.....	1,134 22	251,134 22
Newburgh Electric	400,000 00	.....	2,325 71	402,325 71
Niagara Falls and Sus. Bridge	802,:82 23	1,000 00	12,598 27	815,680 50
Olean	104,749 99	.....	7,493 56	112,243 55
Oswego	251,299 78	.....	1,280 71	252,580 49
Ossining	204,420 70	.....	246 75	204,667 45

(*Continued*).

ELEVATED STEAM.

June 30, 1894.

Liabilities.				Profit and Loss.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
$13,283,600 00	$12,968,000 00	$568,584 54	$26,820,184 54	$109,727 89	.....
300,000 00	1,979,000 00	49,631 72	2,328,631 72	381 13	.....
3,250,000 00	7,202,950 00	896,160 62	11,349,110 62	.....	$86,627 95
30,000,000 00	35,885,000 00	1,279,019 75	67,164,019 75	5,628,197 33	.....
199,752 54	27,500 00	.....	218,252 54	.....	1,966 40
$47,021,352 54	$58,063,450 00	$2,793,396 63	$107,880,199 17	$5,733,306 40	$88,594 35
				88,594 35	
			Net surplus.....	$5,644,712 05	

Operated by Mechanical Traction.

$1,250,000 00	$780,000 00	$56,272 67	$2,086,272 67	.....	$19,047 92
250,000 00	200,000 00	50,198 17	500,198 17	$9,402 04	.....
2,000,000 00	4,609,500 00	458,351 06	7,067,851 06	17,662 89	.....
50,000 00	200,000 00	35,116 38	285,116 38	.....	40,308 14
324,810 00	590,000 00	111,057 98	1,025,867 98	5,818 77	.....
2,100,000 00	9,650,000 00	527,770 97	12,277,770 97	.....	.....
11,999,948 80	6,925,000 00	440,134 14	19,365,082 94	582,314 41	.....
1,000,000 00	1,900,000 00	270,914 63	3,170,914 63	116,889 64	.....
200,000 00	250,000 00	1,170,673 14	1,620,673 14	115,520 78	.....
2,000,000 00	8,590,000 00	190,024 69	10,780,024 69	.....	89,005 27
5,370,500 00	5,020,976 67	953,945 76	11,344,702 43	330,175 47	.....
20,000 00	150,000 00	3,453 92	243,453 92	1,874 63	.....
60,000 00	44,000 00	27,347 48	131,347 48	.....	5,869 20
75,000 00	800 00	1,027 00	76,827 00	4,260 48	.....
30,000 00	.....	5,112 14	35,112 14	.....	.....
335,200 00	350,000 00	89,807 84	775,007 84	.....	12,504 54
75,000 00	75,000 00	3,849 21	153,849 21	2,772 67	.....
12,500 00	27,873 17	2,383 67	42,756 84	101 83	.....
999,800 00	501,000 00	39,766 89	1,540,566 89	40,145 94	.....
1,830,000 00	1,662,000 00	176,951 28	3,728,951 28	73,193 38	.....
73,450 00	40,000 00	11,672 60	125,122 60	4,350 90	.....
400,000 00	.....	147,424 55	547,424 55	.....	11,437 95
54,370 00	116,500 00	83,592 07	254,462 07	.....	48,727 79
136,000 00	136,000 00	6,231 61	278,231 61	.....	779 23
50,000 00	50,000 00	10,037 12	110,037 12	5,868 33	.....
50,000 00	46,500 00	23,700 00	120,200 00	.....	4,809 58
50,000 00	50,000 00	17,159 66	117,159 66	426 98	.....
250,000 00	250,000 00	53,068 70	553,068 70	13,467 24	.....
250,000 00	300,000 00	183,757 64	733,757 64	13,206 61	.....
50,000 00	50,000 00	.....	100,000 00	2,723 52	.....
150,000 00	155,000 00	3,388 65	309,388 65	4,281 68	.....
15,000 00	.....	.....	15,000 00	.....	.....
150,700 00	700,000 00	87,861 65	938,561 65	.....	419,077 55
13,500,000 00	1,400,000 00	775,525 13	15,675,525 13	398,124 62	.....
200,000 00	50,000 00	919 33	250,919 33	214 82	.....
150,000 00	250,000 00	1,521 21	401,521 21	804 50	.....
400,000 00	400,000 00	.....	800,000 00	15,880 50	.....
10,000 00	65,000 00	21,907 00	96,907 00	15,316 55	.....
125,000 00	125,000 00	12,741 38	262,741 38	.....	10,160 89
100,000 00	100,000 00	9,764 00	209,764 00	.....	5,066 55

TABLE E —

ROADS IN OPERATION — SURFACE

Condensed Balance Sheet,

NAME OF ROAD.	Assets.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
People's (Syracuse)	$1,912,761 41	.....	$18,648 52	$1,931,409 93
Port Richmond and Pro. Park	176,581 59	.....	305 59	176,887 18
Rochester	9,655,093 89	$171,000 00	17,750 17	9,843,844 06
Rochester Electric	282,595 29	10,062 50	1,410 28	293,968 07
Rochester and Irondequoit	466,561 03	678,722 14	10,100 99	1,155,454 16
Schenectady	467,580 67	168,000 00	18,244 70	653,825 37
Sea Cliff Inclined Cable	11,979 56	.....	40 63	12,020 19
Steinway	3,921,584 03	5,000 00	11,110 73	3,937,694 76
Syracuse Consolidated	2,628,781 40	900 00	.....	2,629,681 40
Syracuse Street	3,756,553 31	.....	74,360 50	3,830,913 81
Third Avenue	13,120,664 99	15,000 00	155,695 26	13,291,360 35
Tonawanda Electric	151,050 67	.....	1,769 24	152,819 91
Tonawanda Street	71,350 42	98,500 00	42,322 58	212,173 00
Troy City	1,147,263 62	2,987,472 33	55,569 28	4,190,305 83
Troy and Cohoes	50,000 00	.....	.....	50,000 00
Troy and Lansingburgh	700,000 00	.....	.....	700,000 00
Union (New York city)	4,200,134 40	159,469 31	89,187 39	4,448,791 10
Union Electric (Saratoga Spr.)	452,724 65	.....	118 33	452,842 98
Utica Belt Line.	805,005 55	.....	75,271 61	880,277 16
Utica and Mohawk	116,374 13	45,533 92	2,574 06	164,482 11
Waterford and Cohoes	24,598 83	.....	431 34	25,030 17
Watervliet Turnpike and R. R.	556,654 45	161,477 40	8,643 33	726,775 18
Westchester Electric	902,366 41	.....	95,417 01	997,783 42
Yonkers	575,180 47	.....	39,960 23	615,140 69
	$135,52:,158 64	$9,858,135 52	$5,154,366 55	$150,533,660 71
				148,297,039 49
			Net surplus.	$2,236,621 22

Operated by

Babylon	$12,404 96	.....	$6,076 73	$18,481 69
Bleecker St. and Fulton Ferry	1,801,931 58	.....	.....	1,801,931 58
Central Crosstown	840,000 00	$1,000 00	24,595 61	865,595 61
Central Park, N. and E. River	2,810,167 40	.....	.....	2,810,167 40
Christopher and Tenth Street	766,211 32	66,700 00	.....	832,911 32
Cortland and Homer	45,426 68	.....	2,393 54	47,820 42
Deerfield and Utica	23,358 21	.....	85 03	23,443 24
Dry Dock, E. B'way and Batt'y	3,079,332 67	58,800 23	59,769 21	3,197,902 11
Eighth Avenue	1,651,952 72	254,880 00	135,151 67	2,041,984 39
Forty-sec'nd St. & Grand St. Fy	1,032,120 55	.....	.....	1,032,120 55
Forty-sc'nd St, Man. & St. Nic. Av	5,344,218 25	1,500 00	25,842 95	5,371,561 20
Frankfort and Ilion	20,818 14	.....	460 32	21,278 46
Fulton and Oswego Falls	33,766 48	.....	1,015 41	34,781 89
Herkimer and Mohawk	17,000 00	.....	1,134 72	18,134 72
Huntington	56,043 52	.....	490 78	56,534 30
Larchmont	25,000 00	.....	1,366 24	26,366 24
Mohawk and Ilion	17,800 00	.....	.....	17,800 00
Ninth Avenue	351,221 00	560 00	20,292 01	372,073 01
Ogdensburg	28,750 36	.....	579 61	29,329 97
Oneida	17,158 85	.....	.....	17,158 85
Oneida Street (Utica)	40,000 00	.....	.....	40,000 00
Oneonta	20,434 36	.....	1,566 56	22,002 92
Pelham Park	53,861 15	40,196 17	3,813 92	97,871 24
Rockaway Village	50,433 37	.....	2 86	50,436 23

(*Continued*).

STREET — *Operated by Mechanical Traction.*

June 30, 1894.

Liabilities.				Profit and Loss.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
$1,000,000 00	$750,000 00	$175,717 06	$1,925,717 06	$5,692 87	.....
100,000 00	75,000 00	27,930 63	202,930 63	.....	$26,043 15
5,000,000 00	3,982,000 00	409,755 85	9,391,755 85	452,068 71	.....
200,000 00	.....	.....	200,000 00	43,998 07	.....
700,000 00	350,000 00	101,065 00	1,151,065 00	4,389 16	.....
300,000 00	300,000 00	75,094 33	675,094 33	.....	21,268 96
9,500 00	2,000 00	257 92	11,757 92	263 27	.....
2,500,000 00	1,300,000 00	120,878 10	3,920,878 10	16,816 66	.....
1,200,000 00	1,248,400 00	.....	2,498,400 00	131,281 40	.....
2,235,000 00	1,500,000 00	70,529 64	3,895,529 64	5,384 17	.....
7,000,000 00	5,000,000 00	1,059,267 26	13,059,267 26	232,093 09	.....
135,000 00	.....	22,864 85	147,864 85	4,955 06	.....
74,000 00	50,000 00	91,965 72	215,965 72	.....	3,792 72
2,000,000 00	2,000,000 00	54,629 00	4,054,629 00	135,676 83	.....
50,000 00	.....	.....	50,000 00	.....	.....
700,000 00	.....	.....	700,000 00	.....	.....
2,000,000 00	2,000,000 00	318,440 18	4,318,440 18	130,350 92	.....
300,000 00	100,000 00	34,920 21	434,920 21	17,922 77	.....
150,000 00	700,000 00	39 27	850,039 27	30,237 89	.....
52,100 00	75,000 00	39,664 49	166,764 49	.....	2,283 38
25,000 00	.....	.....	25,000 00	30 17	.....
240,000 00	500,000 00	.....	740,000 00	.....	13,224 82
500,000 00	500,000 00	14,505 54	1,014,505 54	.....	16,722 12
126,400 00	425,000 00	62,974 51	614,374 51	766 18	.....
$72,934,278 80	$66,617,829 84	$8,744,930 85	$148,297,039 49	$2,986,779 97 750,158 75	$750,158 75
			Net surplus	$2,236,621 22	

Animal Power.

$3,600 00	.....	$18,341 59	$18,941 59	.....	$459 90
900,000 00	$700,000 00	.....	1,600,000 00	$201,931 58	.....
600,000 00	250,000 00	2,445 00	852,445 00	12,950 61	.....
1,800,000 00	1,200,000 00	.....	3,000,000 00	.....	189,832 60
650,000 00	210,000 00	.....	860,000 00	.....	27,088 68
40,000 00	.....	2,795 93	42,795 93	5,024 49	.....
12,000 00	11,000 00	1,168 47	24,168 47	.....	725 23
1,200,000 00	1,975,000 00	41,134 58	3,216,134 58	.....	18,233 47
1,000,000 00	1,000,000 00	25,000 00	2,025,000 00	16,984 39	.....
748,000 00	236,000 00	.....	984,000 00	48,120 55	.....
2,500,000 00	2,700,000 00	228,382 57	5,428,382 57	.....	56,831 37
14,275 00	.....	.....	14,275 00	7,008 46	.....
15,000 00	15,000 00	11,349 73	41,349 73	.....	6,567 84
17,000 00	.....	.....	17,000 00	1,134 72	.....
30,000 00	26,000 00	110 00	56,110 00	424 30	.....
25,000 00	.....	.....	25,000 00	1,366 24	.....
15,000 00	.....	230 34	15,230 34	2,579 66	.....
800,000 00	.....	.....	800,000 00	.....	427,296 99
28,500 00	.....	.....	28,500 00	829 97	.....
13,500 00	900 00	105 28	14,505 28	2,653 57	.....
40,000 00	.....	387 90	40,387 90	.....	387 90
20,000 00	.....	17,259 63	37,259 63	.....	15,256 71
50,000 00	38,000 00	11,339 14	99,339 14	.....	1,467 90
25,000 00	25,000 00	7,022 53	57,022 53	.....	6,586 30

TABLE E —

ROADS IN OPERATION — SURFACE

Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipmen .	Other permanent investments	Supplies, cash and current assets.	Total assets.
Rome	$178,408 83	.....	$537 35	$178,946 18
Second Avenue	3,863,686 52	.....	45,122 09	3,908,808 61
Sixth Avenue	1,898,133 28	$4,800 00	287,961 10	2,185,894 38
Staten Island Midland	110,000 00	.....	.....	110,000 00
Stillwater and Mechanicville	34,839 98	.....	354 88	35,194 86
Twenty-third Street	1,061,064 67	.....	.....	1,061,064 67
Van Brunt Street & Erie Basin	205,750 87	.....	22,291 58	228,042 45
	$25,486,315 92	$428,366 40	$640,856 17	$26,555,538 49
Operated by mech. traction	$135,521,158 64	$9,858,135 52	$5,154,366 55	$150,533,660 71
Operated by animal power	25,486,315 92	428,366 40	640,856 17	26,555,538 49
Total Surface Street	$161,007,474 56	$10,286,501 92	$5,795,222 72	$177,089,199 20
				175,053,492 82
			Net surplus.	$2,035,706 38

(*Continued*).

STREET — *Operated by Animal Power.*

June 30, 1894.

Liabilities.				Profit and Loss.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
$250,000 00	$125,000 00	$26,205 50	$201,205 50	.....	$22,159 32
1,862,000 00	1,960,000 00	52,370 31	3,874 370 31	$34,538 30	.....
2,000,000 00	.....	10,094 00	2,010,094 00	175,800 38	.....
55,000 00	55,000 00	.....	110,000 00	.....	.....
11,775 00	5,000 00	18,128 38	34,903 38	291 48	.....
600,000 00	400,000 00	.....	1,000,000 00	61,064 67	.....
200,000 00	25,000 00	3,042 45	228,042 45	.....	.....
$15,327,650 00	$10,956,900 00	$471,903 18	$26,756,453 33	$572,698 37	$773,613 21
			26,555,538 49	.....	572,698 37
			$200,914 84	Net deficiency.	$200,914 84
$72,984,278 80	$66,617,829 84	$8,741,930 85	$148,297,039 49	$2,986,779 97	$750,158 75
15,327,650 00	10,956,900 00	471,903 33	26,756,453 33	572,698 37	773,613 21
$88,311,928 80	$77,574,729 84	$9,216,834 18	$175,053,492 82	$3,559,478 34	$1,523,771 96
				1,523,771 96	
			Net surplus.....	$2,035,706 38	

TABLE

ROADS NOT IN OPERATION—

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Binghamton and State Line R. R., from city of Binghamton to southern part of town of Binghamton, Broome county, N. Y.
President, Edward E. Kattell, Binghamton, N. Y.
Brooklyn and Queens County R. R., from Fulton Ferry, Brooklyn, to New York and Rockaway Beach R. R., Jamaica.
President, Arthur L. Meyer; general office, 52 Broadway, New York city.
Brooklyn Underground R. R., from Fulton Ferry, Brooklyn, to Flatbush
President, Henry Mumford, 390 Fulton street, Brooklyn, N. Y.
Canton and St. Lawrence River R. R. and Bridge Co., from Canton, St. Lawrence county, to boundary line between United States and Canada
President, William S. Carman, 1678 Washington avenue, New York city.
Central Tunnel Ry., from City Hall to Grand Central Depot, Forty-second street, New York city.
President, C. V. Sidell; general office, 31 Broadway, New York city.
Chazy Ry., from Chazy, N. Y., to Chazy Marble Lime Co.
President, John I. Platt, Poughkeepsie, N. Y.
Coudersport, Hornellsville and Lackawanna R. R., from northerly terminal Coudersport, Hornellsville and Lackawanna R. R. of Pennsylvania to Lake Ontario Southern R. R.
President, Benton McConnell, Hornellsville, N. Y.
Croton Valley Ry. Co., from Croton Point, N. Y., to State line between New York and Connecticut, near Ridgefield, Conn.
President, Clarence H. Scrymser, 15 Cortlandt street, New York city.
East River Ry., from East River, Brooklyn, to East River, New York
President, Benjamin S. Herring, 35 Wall street, New York city.
East River and Connecticut Ry., from Harlem River to Port Chester, with branches
Secretary, William F. Van Pelt, 19 William street, New York city.
Erie and Central New York Ry., from Cortland to Norwich
President, Wayland D. Tisdale, Cortland, N. Y.
Erie and Niagara River R. R., from Erie International Ry. to North Tonawanda
Secretary, A. R. Macdonough; general office, 21 Cortlandt street, New York city.
Hornellsville and West Union R. R., from Hornellsville to West Union, N. Y.
President, Benton McConnell, Hornellsville, N. Y.
Hudson, Suspension Bridge and New England Ry., from State line of New Jersey to State line of Connecticut
President, Edward W. Serrell; general office, 136 Liberty street, New York city.
Hudson Tunnel Ry
Secretary and Treasurer, William McMichael, 15 Broad street, New York city.
Jamestown and North Eastern R. R., from Jamestown to Falconer, N. Y.
President, Frank E. Shaw, Dunkirk, N. Y.
Lackawanna, Catskill Mountain and Boston R. R., from Deposit to Schenectady, N. Y.
President, Benjamin S. Harmon, 45 William street, New York city.
Lehigh and Pavilion Ry
Attorneys, Satterlee & Taylor, Rochester, N. Y.
Long Island Boynton Bicycle R. R., from Rocky Point, N. Y., to near Watch Hill, R. I
President, F. W. Dunton; general office, 106 Fulton street, New York city.
Metropolitan Transit Company, from South Ferry through streets and avenues in New York to High Bridge
Secretary and Treasurer, Andrew J. Dwinelle, 38 Park row, New York city.
Montauk Extension R. R., from Bridgehampton to Colloden Point, L. I.
President, Austin Corbin, 192 Broadway, New York city.
New York, Boston, Albany and Schenectady R. R., from New York city to Schenectady, N. Y.
Secretary and Treasurer, W. S. Carman, 1678 Washington avenue, New York city.
New York and Boston Inland R. R., from Yonkers to Rye.
Secretary, E. D. Hewins; general office, 8 Congress street, Boston, Mass.
New York, Brooklyn and Sea Shore R. R., from East New York to Far Rockaway
President, William Strauss, 26 Nassau street, New York city.
New York Canadian Pacific Ry. (formed by merger of New York and Albany R. R., New York Northern R. R. and Schenectady R. R.), from New York city to Ogdensburg
Treasurer, W. S. Carman, 1678 Washington avenue, New York city.
New York, Connecticut and Eastern R. R., from State line of Connecticut, near Port Chester, to Fifty-ninth street, New York city
Treasurer, C. V. Sidell; general offices at 35 Wall street, New York city.
New York Connecting R. R., from point in Westchester county to Brooklyn, N. Y.
President, Oliver W. Barnes, 57 Broadway, New York city.
New York and East River R. R., from New York city to Connecticut State line
President, Joseph Pool, 62 Cedar street, New York city.
New York and Long Island Suburban R. R.
President, D. M. Tallmadge, 61 Broadway, New York city.
New York, New England and Northern R. R., from Legget's Point, East River, to point east of Brewsters, N. Y.
Secretary, Robert L. Lee, 192 Broadway, New York city.

F.

SURFACE STEAM.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
$50,000 00	.....	.....	.....	13.00	.....
1,000 00	.....	.....	$289 65	9.00	.....
3,600 00	.....	.....	2,889 24	3.64	.....
172,000 00	.....	$1,250 66	173,250 66	.....	.....
10,000 00	.....	65 36	10,064 62	3.00	.....
2,000 00	.....	.....	705 05	1.50	.....
1,400 00	.....	.....	1,956 72	14.00	.....
23,200 00	.....	7,423 62	23,516 54	26.00	.....
1,000 00	.....	.....	.....	.60	.....
403,250 00	.....	4,401 08	67,074 22	32.00	.....
267,500 00	.....	6,837 44	274,3.7 44	140.00	.....
14,600 00	.....	.....	.....	8.00	.....
16,000 00	.....	.....	409 66	16.00	.....
833,500 00	$1,307,653 15	122,529 16	2,262,692 31	56.00	.....
2,080,200 00	2,662,000 00	.....	1,210,000 00	.....	.....
5,000 00	.....	789 35	5,789 35	5.00	.....
130,000 00	.....	.....	.....	130.00	.....
5,000 00	.....	.....	.....	5.00	.....
200,000 00	.....	52,302 44	252,102 44	20.00	1.50
.....	.....	.....	.....	11.00	.....
50,000 00	.....	.....	.....	25.00	.....
680,100 00	264,000 00	139,720 37	1,083,820 37	127 00	.....
2,000 00	.....	.....	2,000 00	176.59	.....
62,600 00	18,500 00	43,615 00	104,100 00	13.00	.....
1,468,200 00	.....	143,641 02	1,608,323 54	250.00	.....
29,300 00	.....	44,082 12	66,381 52	25.30	.....
4,100 00	.....	.....	.....	10.00	.....
35,412 20	.....	.....	.....	30.00	.....
.....	.....	.....	.....	.....	.....
10,000 00	.....	.....	24,485 20	50.00	.....

TABLE F —

ROADS NOT IN OPERATION —

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.

New York Underground Ry., under certain streets in the city of New York.....
President, Edward Lauterbach; general office, 120 Broadway, New York city.
New York and New Jersey Tunnel R. R., from City Hall, New York, to Communipaw, Jersey City, N. J .....
Treasurer, Ogden P. Pell, 47 Liberty street, New York city.
Niagara River and Erie R. R., from Erie and Black Rock R. R. to Tonawanda.....
Secretary, A. R. Macdonough, P. O. Box 839, New York city.
Oatka Valley R. R., from LeRoy, Genesee county, to Gainesville, Wyoming county.....
Vice-President, William Bristol; general office, Warsaw, N. Y.
Oneida, Oneonta and New York R. R., from Oneida to Oneonta, N. Y.....
President, J. W. Warner, Oneida, N. Y.
Oneonta and Earlville R. R., from Laurens to Earlville.....
Treasurer, Rufus P. Luce; general office, Hartwick, Otsego county, N. Y.
Oneonta and Richfield Springs R. R., from Richfield Springs to Oneonta.....
Treasurer, Rufus P. Luce; general office, Hartwick, Otsego county, N. Y.
Port Chester and Tarrytown R. R., from Port Chester to Tarrytown.....
Director, W. J. Tingue, Port Chester, N. Y.
Poughkeepsie and Hudson Ry., from Poughkeepsie to Hudson .....
Treasurer, C T. Moffett, Syracuse, N. Y.
Rockland Lake R. R., from Congress station, West Shore R R., to Rockland Lake.....
Secretary, L. O. Reeve, 432 Canal street, New York city.
South Cairo and East Durham R. R., from South Cairo to East Durham.....
Secretary, J. Freelon Gaylord; general office, Catskill, N. Y.
Terminal Underground R. R., from City Hall park, New York city, to Grand Central depot, Forty-second street.....
President, C. V. Sidell; general office, 31 Broadway, New York city.
Tilly Foster Mine R. R., from Tilly Foster mines, at Tilly Foster, to Brewsters, N. Y .....
Secretary and Treasurer, J. P. Wigginson; general office, 52 Wall street, New York city.
Washington County R. R., from Greenwich to State line, near Granville.....
Secretary, William G. Ladd, 130 State street, Brooklyn, N. Y.
Westchester Ry. Co., from Harlem river, New York, to Danbury, Conn., with branches.....
Secretary and Treasurer, Wm. F. Van Pelt; general office, 19 William street, New York city.

ELEVATED

Atlantic Avenue Elevated Ry., over, under and across certain streets, avenues, etc., in Brooklyn and in Kings county.....
President, Austin Corbin, 192 Broadway, New York city.
Long Island Elevated Ry., from South Ferry, Brooklyn, to city line via Atlantic avenue.....
President, Austin Corbin, 192 Broadway, New York city.
Sea Side and Brooklyn Bridge Elevated R. R., over, under and across certain streets, avenues, etc., in the city of Brooklyn and in Kings county.....
President, Simon Uhlmann, 31 Sands street, Brooklyn, N. Y.

SURFACE

Buffalo, Kenmore and Tonawanda Electric Ry , from Tonawanda to Buffalo, N. Y.....
Treasurer, John S. Donovan; general office, 296 Main street, Buffalo, N. Y.
Cayuga Lake Electric Ry., from Ithaca to Cayuga lake.....
President, Herman Bergholtz, Ithaca, N. Y.
Christopher Street and James Slip Ferry Ry.; certain streets in New York city.....
Nathaniel S Smith, Treasurer; general office, 120 Broadway, New York city.
Columbus and Ninth Avenue R. R ; certain streets in New York city .....
President, Anthony N. Brady; general office, 621 Broadway, New York city.
Coney Island Surface Ry ; certain streets and avenues in town of Gravesend.....
President, F. H Lowerre; general office, 45 William street, New York city.
Elmira Transfer Ry., from corner State and Water streets to State and Fifth streets, Elmira...
President, Austin Corbin; general office, Elmira, N. Y,
Fifth Avenue Ry., from South Fifth avenue and Canal street, New York, to Central park, at Fifty-ninth street via Fifth avenue.....
President, Thomas B. Musgrave; general office, 585 Fifth avenue, New York city.

(*Continued*).

SURFACE STEAM.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
$3,000,300 00	$250,000 00	$14,948 68	$3,014,948 68	11.00	.....
5,000 00	.....	.....	4,075 00	3.00	.....
12,700 00	.....	.....	.....	8.00	.....
50,000 00	.....	.....	966 59	25.00	.....
14,484 00	.....	.....	14,451 75	65.00	.....
4,300 00	.....	.....	4,200 00	42.00	.....
3,200 00	.....	.....	3,200 00	32.00	.....
2,000 00	.....	.....	.....	14.00	.....
4,100 00	.....	.....	4,100 00	41.00	.....
.....	.....	.....	.....	2 00	.....
7,495 00	.....	129 81	7,494 41	6 00	.....
2,600 00	.....	4,570 79	7,169 71	6.00	.....
1,200 00	.....	200 00	1,242 64	2.00	.....
.....	.....	6,278 74	.....	36.00	.....
906,240 00	.....	10,489 46	9.7,089 46	60.00	.....
$10,420,861 20	$4,502,163 15	$508,269 10	$11,152,916 79	1,553.63	.....

STEAM.

$50,000 00	.....	.....	$20,109 51	.....	.....
50,000 00	.....	.....	15,175 22	.....	.....
1,000,000 00	$1,363,000 00	.....	2,363,000 00	6.00	3.20
$1,100,000 00	$1,263,000 00	.....	$2,398,282 73	6.00	3.20

STREET.

$51,266 67	.....	$18,489 89	$60,367 02	5.50	.....
25,000 00	$25,000 00	.....	50,000 00	2.00	.....
1,400 00	.....	.....	1,400 00	.....	.....
3,000,000 00	3,000,000 00	.....	.....	.....	.....
5,270 00	.....	.....	5,270 00	.20	.....
10,000 00	.....	996 78	996 78	.64	.....
2,000,000 00	.....	.....	15,000 00	3.50	.....

TABLE F—

ROADS NOT IN OPERATION—

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Fiftieth Street, Astoria Ferry and Central Park R. R.....
Secretary and Treasurer, Frederick A. Bartlett, Temple Court (5 Beekman street), New York city.
Fulton, Wall Street and Cortlandt Street Ferries R. R.; certain streets in New York city .....
Secretary, DeWitt J. Apgar; general office, 45 William street, New York city.
Madison Avenue and Eighty-sixth Street Ry., from Madison avenue and Eighty-fifth street to Hudson river, via Eighty-fifth and Eighty-sixth streets.....
Treasurer, E. V. W. Rossiter; general office, Grand Central depot, New York city.
Rhinebeck and Rhinecliff R. R.....
Secretary, J. L. Williams, Poughkeepsie N. Y.
Sackett Street R. R. from Hamilton ferry, Brooklyn, to Ninth avenue, via Sackett street, with branches.....
Secretary, Thomas E. Stewart; general office, 203 Broadway, New York city.
Staten Island Sea Beach R. R., running over the Sea Side boulevard, Staten Island.....
President, Adolph L. King; general office, Clifton, Richmond county, N. Y.
Thirty-fourth Street R. R., foot of West Thirty-fourth street to ferry at foot of East Thirty-fourth street, New York city.....
Secretary, DeWitt J. Apgar; general office, 45 William street, New York city.
Thirty-fourth Street Ferry and Eleventh Avenue R. R.; certain streets in New York city .....
President, D. D. Conover; general office, 45 William street, New York city.
Twenty-eighth and Twenty-ninth Streets R. R., from North river terminus to East river terminal, New York city.....
Secretary, DeWitt J. Apgar; general office, 45 William street, New York city.

(*Concluded*).

SURFACE STREET.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
$500,000 00	.....	$5,667 40	$13,952 38	7.75	.....
687,700 00	$500,000 00	.....	1,187,700 00	2.00	.....
2,000 00	.....	2,155 93	4,155 93	1.75	.....
3,000 00	.....	.....	.....	.....	.....
2,500 00	7,000 00	.....	.....	.....	.....
300 00	.....	.....	.....	3.00	.....
100,000 00	600,000 00	.....	669,100 00	5.00	.....
1,200,000 00	700,000 00	.....	1,899,300 00	.....	.....
500,000 00	500,000 00	.....	999,300 00	5.00	.....
$3,288,436 67	$5,332,000 00	$27,281 00	$4,986,542 11	38.34	.....

TABLE G.

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1893.	For year ending June 30, 1894.
Capital Stock and Debt.		
Capital stock issued	$715,520,890 35	$737,878,692 77
Funded debt	832,378,464 20	733,627,524 78
Floating debt	110,776,957 48	85,418,795 79
Total stock and debt	$1,658,676,312 03	$1,556,925,013 34
Assets.		
Cost of road and equipment	$1,448,473,166 79	$1,411,249,576 45
Permanent investments, supplies, cash and current assets	274,760,570 25	209,424,051 79
Total assets	$1,723,233,737 04	$1,620,673,628 24

Earnings from Operation.

	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.
From passenger transportation	$60,434,226 69	.....	$60,512,957 98	.....
From freight transportation	.....	$160,519,140 57	.....	$122,234,008 41
From mail transportation	4,175,830 17	.....	4,769,425 23	.....
From express transportation	4,958,855 90	.....	4,866,690 32	.....
From miscellaneous sources	2,121,440 71	2,145,121 16	2,349,248 15	2,234,985 38
Gross earnings from operation	$71,690,353 47	$162,664,261 73	$72,498,321 68	$125,458,998 79
Operating expenses	52,569,233 41	104,559,731 07	49,142,136 60	87,898,437 61
Net earnings from operation	$19,121,120 06	$58,104,530 66	$23,356,185 08	$37,560,556 18

Income Account.

Gross earnings from operation, as above	$234,354,615 20	$197,957,315 47
Less operating expenses	157,128,964 48	137,040,574 21
Net earnings from operation	$77,225,650 72	$60,916,741 26
Add income from other sources	7,243,112 88	7,584,135 38
Gross income from all sources	$84,468,763 60	$68,500,876 64

Deductions from Gross Income.

†Interest	$28,683,219 69	$23,096,305 17
*Rentals of leased lines	27,658,455 02	22,305,819 90
Taxes	7,270,196 53	7,365,336 77
Miscellaneous	2,480,796 72	2,012,993 32
Total deductions from Gross Income	$66,092,667 96	$54,780,455 16
Net Income from all Sources	$18,376,095 64	$13,720,421 48

TABLE G — (*Continued.*)

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1893.	For year ending June 30, 1894.
Payments from Net Income.		
‡Dividends	$14,662,992 60	$15,593,538 95
Miscellaneous	54,855 51	144,536 62
Total payments from Net Income	$14,717,848 11	$15,738,075 57
Surplus or Deficiency	S.$3,658,247 53	D.$2,017,654 09
Mileage.		
Miles of road built and operated, main line	15,091.72	14,998.53
Miles of additional track	4,948.17	4,856.42
Miles of sidings	7,303.31	6,818.79
Total miles of track	27,343.20	26,673.74
Miles of road in New York State	7,887.59	7,991.73
Miles of track in New York State	13,853.65	14,181.69
Equipment.		
Locomotives, 8 drivers	695	773
Locomotives, 6 drivers	3,293	1,953
Locomotives, 4 drivers	2,887	3,727
Total number of locomotives	6,875	6,453
Cars, first-class passenger	5,365	5,198
Cars, second-class passenger	700	906
Cars, baggage, mail and express	1,575	1,544
Total number of cars for passenger traffic	7,640	7,648
Total number of cars for freight traffic	271,935	247,347

*Used by lessors, as follows (see Table D):

	June 30, 1893.	June 30, 1894.
Interest	$8,307,617 42	$9,174,188 39
Dividends	4,132,469 69	4,199,470 11
Not designated	15,218,367 91	8,932,161 40
Total rental of leased lines	$27,658,455 02	$22,305,819 90
†Total interest as per above table and note	$36,990,887 11	$32,270,493 56
‡Dividends as per above table	$14,662,992 60	$15,593,538 95
Portion of rentals of leased lines paid in dividends by lessors, as per note on preceding page	4,132,469 69	4,199,470 11
	$18,795,463 29	$19,793,009 06

TABLE G—(*Continued*).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1893.	For year ending June 30, 1894.
Traffic and Mileage Statistics.		
Number of passengers carried, "through"..	23,726,854	7,805,810
Number of passengers carried, "local".....	146,708,729	155,151,725
Total number of passengers carried ...	170,435,583	162,957,535
Number of passengers carried one mile.....	3,286,163,454	3,751,553,970
No. of tons of freight carried, "through"..	89,163,346	58,172,023
No. of tons of freight carried, "local".....	78,177,880	68,259,656
Total number of tons of freight carried.	167,341,226	126,431,679
No. of tons of freight carried one mile.....	20,935,214,105	16,378,354,982
Passenger train mileage...	65,922,703	63,555,939
Freight train mileage.....	95,914,315	81,291,396
All other train mileage.....	42,809,169	30,543,005
Total train mileage.....	204,646,187	175,390,340
Per passenger per mile:		
Passenger earnings (cents).....	2.18	1.98
Passenger expenses (cents).....	1.60	1.31
Passenger profit (cents).....	0.58	.62
Per passenger train mile:		
Passenger earnings.....	$1 08	$1 14
Passenger expenses.....	78	77
Passenger profits.....	30	37
Per ton of freight per mile:		
Freight earnings (cents)...	0.777	0.766
Freight expenses (cents)...	0.500	0.537
Freight profit (cents).....	0.277	0.229
Per freight train mile:		
Freight earnings	$1 69	$1 54
Freight expenses	1 09	1 08
Freight profit.....	60	46
Per mile of road operated:		
Passenger earnings.....	$4,750 31	$4,833 69
Passenger expenses.....	3,483 32	3,276 46
Passenger profit.....	1,266 99	1,557 23
Freight earnings	10,778 38	8,364 75

TABLE G—(*Continued*).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1893.	For year ending June 30, 1894.
Per mile of road operated—(Continued).		
Freight expenses	$6,928 21	$5,860 47
Freight profit	3,850 17	2,504 28
Gross earnings from operation	15,528 69	13,198 48
Operating expenses	10,411 61	9,136 93
Net earnings from operation	5,117 08	4,061 55
Cost of maintenance of way and structures	1,882 65	1,517 96
Cost of maintenance and equipment	1,715 52	1,481 33
Cost of conducting transportation	5,404 38	4,811 55
General expenses	1,409 05	1,326 09
Average number of employes	10.82	9.38
Average number of passengers per train	49	59
Average miles each passenger was hauled	19.28	23.02
Average number of tons of freight per train	218.26	201.41
Average miles each ton was hauled	125.10	129.50
Average number of employes during year	163,289	140,733
* Percentage of net income to capital stock	03.15	02.43
Percentage of dividends declared to capital stock	02.61	02.69
Percentage of gross income to cost of road and equipment	05.83	04.85
Percentage of operating expenses to gross earnings from operation	67.05	69.23
Percentage of passenger expenses to passenger earnings	73.33	67.78
Percentage of freight expenses to freight earnings	64.28	70.06

* As the cost of road and equipment, capital stock and debt of lessor companies are includ d with operat'ng companies under those heads respectively, the income of such lessor companies should be included in any computations based on those accounts; therefore the percentage of net income to capital stock is computed on the following basis:

	June 30, 1893.	June 30, 1894.
Net income as herein above shown	$18,376,095 64	$13,720,421 49
Add portion of rentals used by lessors for dividends, as before shown in note (dividends not being a fixed charge)	4,132,469 69	4,199,470 11
Total net income of operating and lessor companies	$22,508,565 33	$17,919,891 59

TABLE G—(*Continued*).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

ELEVATED STEAM RAILROADS.

	For year ending June 30, 1893.	For year ending June 30, 1894.
Capital Stock and Debt.		
Capital stock	$57,456,352 54	$47,024,352 54
Funded debt	58,134,050 00	58,062,450 00
Floating debt	2,512,113 98	2,793,396 63
Total stock and debt	$118,102,516 52	$107,880,199 17
Cost of Road and Equipment	$85,510,522 28	$93,901,614 28
Earnings from Operation.		
From passenger operation	$13,916,208 77	$12,583,300 67
From mail transportation	10,000 00	10,000 00
From miscellaneous sources	50,583 46	68,200 30
Gross earnings from operation	$13,976,792 23	$12,661,500 97
Operating expenses	7,251,653 22	7,127,745 15
Net earnings from Operation	$6,725,139 01	$5,533,755 82
Income Account.		
Net earnings from operation, as above	$6,725,139 01	$5,533,755 82
Income from other sources	153,941 82	318,227 62
Gross Income from all Sources	$6,879,080 83	$5,851,983 44
Deductions from Gross Income.		
Interest	$2,974,126 95	$2,937,624 57
Rentals of leased lines	14,500 00	60,216 66
Taxes and miscellaneous	782,858 78	752,301 16
Total deductions from Gross Income	$3,771,485 73	$3,750,142 39
Net Income from all Sources	$3,107,595 10	$2,101,841 05
Payments from Net Income.		
Dividends	$1,800,000 00	$1,800,000 00
Surplus	$1,307,595 10	$301,841 05
Mileage.		
Miles of main line and branches	62.978	64.789
Miles of additional track	65.159	75.878
Miles of sidings	23.206	23.206
Total miles of track	151.338	163.823

TABLE G — (*Continued*).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

ELEVATED STEAM RAILROADS.

	For year ending June 30, 1893	For year ending June 30, 1894.
Equipment.		
Locomotives	469	480
Cars, first-class passenger	1,464	1,564
Cars, service	49	49
Miscellaneous Statistics.		
*Miles run by trains	13,241,057	13,463,607
Number of passengers carried	278,843,841	251,692,610
Per passenger carried:		
Gross earnings from operation (cents)	5.02	5.03
Operating expenses (cents)	2.60	2.83
Net earnings from operation (cents)	2.42	2.20
Per mile of road operated:		
Gross earnings from operation	$221,959 54	$195,577 64
Operating expenses	115,160 45	110,099 71
Net earnings from operation	106,799 09	85,477 93
Cost of maintenance of way and structures	10,614 46	10,863 98
Cost of maintenance of equipment	13,153 49	13,193 69
Cost of conducting transportation	79,393 27	75,594 99
General expenses	11,999 21	10,447 05
Average number of employes during year	6,808	6,894
† Percentage of net income to capital stock	06.60	04.47
† Percentage of dividends declared to capital stock	03.83	03.83
Percentage of gross income to cost of road and equipment	08.04	06.28
Percentage of operating expenses to gross earnings from operation	51.89	56.29

* In addition to this, which is "passenger" mileage, 21,065 "other mileage" is reported for year ending June 30, 1893, and 27,895 miles for year ending June 30, 1894.

† These computations are made on the following basis:

Manhattan Elevated (Consolidated stock)	$30,000,000 00
Brooklyn Elevated stock	13,283,600 00
Fulton	300,000 00
Kings County Elevated	3,250,000 00
Sea View	190,752 54
	$47,024,352 54

TABLE G — (*Continued*).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

SURFACE STREET RAILROADS.

	For year ending June 30, 1893.	For year ending June 30, 1894.
Capital Stock and Debt.		
Capital stock issued	$66,032,100 00	$88,261,928 80
Funded debt	51,918,815 14	77,574,729 84
Floating debt	12,148,391 22	9,216,834 18
Total stock and debt	$130,099,306 36	$175,053,492 82
Cost of Road and Equipment	$111,694,982 42	$161,007,474 56
Earnings from Operation.		
From passenger transportation	$23,129,172 32	$23,754,580 87
From miscellaneous sources	167,265 63	156,444 69
Gross earnings from operation	$23,306,437 95	$23,911,025 56
Operating expenses	16,295,821 15	15,418,847 88
Net Earnings from Operation	$7,010,616 80	$8,492,177 68
Income Account.		
Net earnings from operation, as above	$7,010,616 80	$8,492,177 68
Income from other sources	464,174 33	576,021 93
Gross Income from all Sources	$7,474,791 13	$9,068,199 61
Deductions from Gross Income.		
Interest	$2,062,441 08	$2,367,060 00
*Rentals of leased lines	1,061,768 66	3,301,896 73
Taxes	1,129,544 96	959,542 61
Miscellaneous	92,547 05	40,668 87
Total deductions from Gross Income	$4,346,301 75	$6,669,168 21
Net Income from all Sources	$3,128,489 38	$2,399,031 40

*Used by lessors as follows (see Table D):	June 30, 1893.	June 30, 1894.
Interest	$399,893 55	$970,443 93
Dividends	643,423 19	1,989,702 01
Not designated	18,451 92	341,750 80
	$1,061,768 66	$3,301,896 73
Total interest as per the above table and note	$2,462,334 63	$3,337,503 93

TABLE G — (*Concluded*).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1893 *and* 1894.

SURFACE STREET RAILROADS.

	For year ending June 30, 1893.	For year ending June 30, 1894.
Payments from Net Income.		
*Dividends	$1,977,434 50	$1,577,107 00
Miscellaneous	28,404 46	8,927 22
Total payments from net income	$2,005,838 96	$1,586,034 22
Surplus	$1,122,650 42	$812,997 18
Mileage.		
Miles of road built and operated	801.36	859.89
Miles of additional track and sidings	472.29	500.78
Total miles of track	1,273.65	1,360.67
Equipment.		
Horses	23,501	16,354
Cars, dummy	36	45
Cars, passenger	5,458	4,480
Electric motor and cable cars	1,799	3,136
Miscellaneous Statistics.		
Number of passengers carried	487,064,531	504,080,025
Per passenger carried:		
Gross earnings from operation (cents)	4.78	4.74
Operating expenses (cents)	3.34	3.06
Net earnings from operation (cents)	1.44	1.68
Per mile of road operated:		
Gross earnings from operation	$29,083 60	$27,807 07
Operating expenses	20,335 20	17,931 18
Net earnings	8,748 40	9,875 89
Percentage of net income to capital stock	04.74	02.72
Percentage of dividends declared to capital stock	03.97	04.04
Percentage of gross income to cost of road and equipment	06.69	05.64
Percentage of operating expenses to gross earnings from operation	69.92	64.49
Average number of employes during year	18,560	20,547

	June 30, 1893.	June 30, 1894.
*Total dividends as per above table and note, preceding page	$3,620,357 69	$3,566,809 01

TABLE H.*

Railroad Companies organized since July 1, 1884, *from which no reports have been received for year ending July* 30, 1894.

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STEAM ROADS — SURFACE.

NAME.	Date of charter.	Remarks.
Adirondack Extension	April 30, 1891	Never made a report.
Adirondack and St. Lawrence	Dec. 11, 1890	Never made a report.
Albany Terminal	Feb. 6, 1888	Letter filed with Board of R. R. Commissioners October 5, 1888.
Attica and Arcade	Feb. 28, 1870	Corporate existence renewed by chap. 577, Laws of 1880. See R. R. Comm's' Rep. 1888.
Baldwinsville Branch	July 7, 1886	Last report made was for year 1886.
Belden Point	Sept. 26, 1892	Never made a report.
Binghamton and South Western	Jan. 13, 1887	Consolidated with Williamsport and North Eastern December 17, 1887, as the Williamsport and Binghamton.
Binghamton and State Line	May 12, 1892	
Branchport and Penn Yan	March 17, 1885	Never made a report.
Brookfield	June 15, 1888	Last report made was for year 1888.
Brooklyn Bridge and South Shore	March 8, 1886	Last report made was for year 1889.
Buffalo Dock and Connecting	Jan. 6, 1890	Never made a report.
Buffalo and Geneva (No. 1)	Jan. 19, 1886	Never made a report.
Buffalo and Geneva (No. 2)	Feb. 28, 1889	Merged in Lehigh Val. Ry. Co., June 25, 1890.
Buffalo, Lackawanna and Pacific	March 22, 1889	Never made a report.
Buffalo and South Park Belt Line	June 29, 1887	Last report made was for year 1888.
Buffalo, Thousand Islands and Cortland	May 20, 1890	Last report made was for year 1890.
Buffalo, Williamsville and Northern	June 8, 1888	Never made a report.
Buffalo and Williamsville	March 25, 1886	Last report 1888. See letter filed with Board of R. R. Commissioners January 23, 1890.
Camden, Watertown and Northern	Dec. 17, 1890	Never made a report.
Canton and Waddington	March 13, 1884	Never made a report.
Cedarhurst	Nov. 28, 1884	Last report made was for year 1889.
Central New York and South Western	May 7, 1897	Pittsburg, Lackawanna and Western under new name.
Charlotte and Lake View	July 25, 1881	Last report filed was for year 1886.
City Railway Company of New York	March 20, 1888	Never made a report.
Columbia and Rensselaer	June 15, 1886	Last report made was for year 1888.
Davenport	Sept. 5, 1888	See letter filed with Board of R. R. Commissioners December 7, 1888.
Davenport, Middleburgh and Durham	April 20, 1892	
Delaware and North River	July 6, 1889	Never made a report.
Dexter and Ontario	Sept. 27, 1889	Never made a report.
Dunderburgh Spiral	Nov. 9, 1889	Never made a report.
Dutchess County	April 21, 1890	Never made a report.
Dutchess Extension	Feb. 14, 1889	Last report made was for year 1889.
East Branch Connecting	April 8, 1889	Never made a report.
East River Tunnel	Feb. 15, 1885	Last report made was for year 1886.
Eddyville and Hickory Bush	Feb. 27, 1894	Never made a report.
Fort Plain and Richfield Springs (No. 1)	July 6, 1887	Last report made was for year 1888.
Fort Plain and Richfield Springs (No. 2)	Aug. 8, 1892	Never made a report.
Fourteenth Street District	Dec. 29, 1885	Last report made was for year 1889.
Genesee Falls	May 25, 1886	Never made a report.
Gouverneur and Edwards	Aug. 30, 1890	Last report made was for year 1891.
Grand Central Transit Company	July 10, 1884	See unverified statements filed with Board of R. R. Commissioners December 20, 1888.
Greenwood Lake and Port Jervis	May 29, 1888	Never made a report.
Hancock and Pennsylvania	April 2, 1889	Merged in Ontario, Carbondale and Scranton, October 3, 1889.
Hancock and State Line	March 14, 1889	Articles of association defective; reincorporated as Hancock and Pennsylvania.
Henning Rapid Transit	Jan. 10, 1891	Never made a report.
Herkimer, Newport and Poland Exten.	Sept. 10, 1891	Consolidated in Mohawk and Malone.
Hudson Connecting	Jan. 28, 1887	Consolidated with the Poughkeepsie and Conn., as the Cen. New England and West.
Hudson River and Boston	July 14, 1885	Last report made was for year 1886.
Jamestown Short Line	May 25, 1886	Never made a report.
Johnsonville and Rutland	June 11, 1890	Never made a report.
Kaaterskill and Plattekill	Sep. 20, 1892	Never made a report.
Kingston and Utica	May 14, 1892	
Kinderhook, Valatie and Niverville	Jan. 15, 1887	Last report made was for year 1887.
Kinderhook, Valatie and Stuyvesant	July 26, 1887	Last report made was for year 1887.
Lake Mahopac and Connecticut	Oct. 19, 1886	Last report made was for year 1891.
Lewiston and Youngstown	May 11, 1892	
Little Falls, Hornesville and Otsego Lake Narrow Gauge	June 13, 1889	Last report made was for year 1891.

*For companies organized prior to July 1, 1884, see Table H in former reports of this Board. See, also, "Alphabetical List of Companies formed under the Laws of this State," in Vol. I, Report of Railroad Commissioners.

TABLE H—(*Continued*).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STEAM ROADS—SURFACE.

NAME.	Date of charter.	Remarks.
Lockport and Northern	March 30, 1889	Last report made was for year 1889.
Long Island and New York Terminal	Feb. 27, 1892	
Long Island City and Sea Beach	March 18, 1886	Last report made was for year 1888. See letter filed December 24, 1889.
Malone and St. Lawrence	Sept. 10, 1891	
Metropolitan Underground (Cable)	Jan. 19, 1891	Never made a report.
Middlesex Valley	May 12, 1892	
Mohawk and Adirondack	May 8, 1891	Never made a report.
Mohawk and St. Lawrence	Dec. 30, 1890	Never made a report.
Mohawk and Susquehanna Valley	June 29, 1887	See letter filed with Board, December 31, 1888.
Mohawk Valley and Northern	Oct. 31, 1890	Never made a report.
Monticello and Fallsburgh	May 12, 1888	Never made a report.
Neversink Valley	April 20, 1889	Never made a report.
Newburgh and Poughkeepsie	March 3, 1887	Last report made was for year 1887.
New England and South Western	April 22, 1885	Last report made was for year 1886.
New England and Western	June 6, 1887	Last report made was for year 1888.
New Hamburgh and Poughkeepsie Connecting	June 16, 1893	Never made a report.
New Jersey and Staten Island Junction	Dec. 14, 1886	Never made a report.
New York Bay and Extension	Jan. 26, 1892	
New York Arcade	.....	See p. 596, vol. II, Report of 1885.
New York and Brooklyn (Cable)	April 30, 1891	Never made a report.
New York and Boston	March 30, 1892	
New York Connecting	April 21, 1892	
New York City and Westchester	April 18, 1887	Last report made was for year 1890.
New York District	Dec. 28, 1885	Last report made was for year 1889.
New York Harbor	Jan. 15, 1887	Never made a report.
New York and Jersey City (Cable)	April 30, 1891	Never made a report.
New York, New England and Northern	July 22, 1893	Never made a report.
New York, New Jersey and Eastern	June 6, 1892	
New York and Long Island	July 30, 1887	Never made a report.
New York and New Jersey Terminal	Feb. 2, 1891	Never made a report.
New York and Queens County Tunnel	Dec. 7, 1891	
New York and South Beach	April 30, 1891	Never made a report.
New York and Yonkers	Feb. 12, 1892	
Niagara Falls and La Salle	May 17, 1890	Never made a report.
Niagara Falls and Lewiston	Oct. 8, 1890	Never made a report.
Niagara Falls and Whirlpool	Jan. 7, 1886	Cap. surrendered to Niag. Falls and Lew'n.
Niagara Shore Terminal	Jan. 28, 1891	Never made a report.
Onondaga Lake	Sept. 9, 1890	Never made a report.
Oneonta and Otego Valley	Sept. 10, 1887	See letter filed with Board, December 31, 1888.
Oneawana and Cornell	Aug. 19, 1892	Never made a report.
Ossining	March 24, 1888	Last report made was for year 1889.
Ottawa, St. Lawrence and Schenectady	Feb. 10, 1885	Never made a report.
Oyster Bay Extension	Aug. 31, 1886	Road built and operated by Long Isla'd R.R. Co. See report 1889, Long Island R. R. Co.
Peekskill Valley	May 24, 1887	Never made a report.
People's Rapid Transit	Sept. 11, 1888	Never made a report.
Perth Amboy	May 5, 1885	Never made a report.
Philadelphia, Honesdale and Albany	March 20, 1893	Never made a report.
Pittsburgh, Chautauqua and Lake Erie	Jan 27, 1888	Consolidation of the Warren, Sugar Grove and Mayville of New York with company of same title of Pennsylvania.
Pittsburg, Lackawanna and Western	.....	Changed to Cen. New York and So. Western.
Poughkeepsie Bridge	June 5, 1888	Last report made was for year 1888.
Poughkeepsie and Connecticut	Sept. 14, 1888	Consolidated with Hudson Connecting under title of Central New England and Western.
Poughkeepsie Connecting	Jan. 28, 1887	Last report made was for year 1887.
Poughkeepsie and Delaware Valley	Feb. 10, 1887	Last report made was for year 1888.
Poughkeepsie, Hartford and N. England	Sept. 10, 1887	Consolidated with Poughkeepsie and South Western as Penn., Po'ghk'psie and Boston.
Poughkeepsie and Millbrook	Oct. 15, 1892	Never made a report.
Poughkeepsie and New Hamburgh	April 7, 1893	Never made a report.
Poughkeepsie and South Eastern	Sept. 1, 1886	Last report made was for year 1889.
Poughkeepsie Terminal	May 19, 1886	Last report made was for year 1887.
Racket River	June 30, 1893	Never made a report.
River Bridge	Jan. 9, 1891	Never made a report.
Rochester, Honeoye Valley	Jan. 14, 1888	Last report made was for year 1891.
Rochester and Lake Beach	Feb. 1, 1888	Reorganization of Rochester and Ont. belt, which was sold on foreclosure Aug. 8, 1887. Capital of the new company subsequently surrendered to R., W. and O. Terminal.
Rochester Terminal	June 22, 1886	Letter filed with Railroad Commissioners, Sept. 20, 1889, stating company to be defunct.
Rockaway Electric	Dec. 27, 1884	Never made a report.
Rome and Carthage	Aug. 10, 1888	Never made a report.
Rome and Sylvan Beach	April 20, 1888	Never made a report.
Rondout Valley	Sept. 9, 1890	Never made a report.
Saratoga and St. Lawrence Extension	April 22, 1891	Never made a report.
Schenectady and Albany	Jan. 27, 1890	Last report made was for year 1891.
Syracuse and Oneida Lake	Oct. 10, 1891	
Sea Beach and Sheepshead Bay	Aug. 24, 1886	Never made a report.
Seneca County	Feb. 24, 1891	Never made a report.
Silver Creek and Dunkirk	Nov. 11, 1890	Never made a report.

TABLE H — (*Continued*).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STEAM ROADS — SURFACE.

NAME.	Date of charter.	Remarks.
South Brooklyn and Flatbush	Sept. 29, 1886	Name changed to South Brooklyn Railroad and Terminal, October 6, 1887.
St. Regis and Salmon River	March 15, 1892	
St. Lawrence	March 16, 1892	
State Line and Stony Point	March 6, 1886	Never made a report.
Staten Island Northern	March 16, 1886	Last report made was for year 1888. See letter filed Dec. 24, 1889.
Syracuse and South Bay	July 10, 1886	Last report made was for year 1887.
Terminal Underground	March 26, 1886	Never made a report.
Terminal Union	Aug. 21, 1889	Never made a report.
Ticonderoga	Dec. 13, 1889	Never made a report.
Troy and Averill Park	Oct. 8, 1886	Last report made was for year 1887.
Troy and New England	Dec. 27, 1889	Never made a report.
Twenty-third Steet District	Dec. 29, 1885	Last report made was for year 1889.
Unadilla Valley	.....	Last report was made for year 1891.
United States Harvey Way Com. Co.	.....	See chapter 555, Laws of New York, 1889.
Utica and Unadilla Valley	Sept. 12, 1888	Last report made was for year 1890.
Utica, Adirondack and Saratoga	May 5, 1888	Last report made was for year 1888.
Warren, Sugar Grove and Mayville	March 21, 1885	Consolidated February 27, 1888, with company of same name in Pennsylvania as the Pittsburg, Chautauqua and Lake Erie.
West Brooklyn	May 2, 1887	Reorganization of New York and Atlantic.
Westfield and Chautauqua	July 8, 1886	Merged in Chautauqua Lake R. R. Co., Dec. 29, 1886
Westchester and Long Island Tunnel	Jan. 11, 1893	Never made a report.
Westchester and Putnam	Sept. 29, 1891	
West Davenport	Feb. 25, 1891	Never made a report.
Williamsport and Binghamton	Dec. 17, 1887	Last report made was for year 1890.
Williamsville, Marlborough and Buffalo	Jan. 27, 1888	Last report made was for year 1888.
Wilson Terminal	Nov. 14, 1889	Never made a report.
Windsor Beach and Ontario	Nov. 30, 1887	Capital stock of this company surrendered to Rome, Watertown and Ogdensburg Terminal, Feb. 21, 1888.
Youngstown and Buffalo	Jan. 21, 1888	Never made a report.

SURFACE STREET ROADS — HORSE ELECTRIC AND CABLE.

Amsterdam Electric	June 20, 1888	Never made a report.
Astoria	Nov. 16, 1891	
Atlantic Cable	Sept. 24, 1888	Never made a report.
Astoria, Blissville and Cavalry Cemetery	Dec. 8, 1891	
Auburn and Owasco Lake Electric	June 29, 1889	Never made a report.
Boutenberg	March 17, 1886	Last report made was for year 1886.
Bridge Tunnel	March 17, 1886	Consolidated with the Brooklyn Sub. Ry. Co., March 5, 1886.
Broadway	Oct. 16, 1890	Never made a report.
Broadway, Lexington & Fifth Avenue	.....	Last report made was for year 1884.
Brocton Street	Feb. 6, 1894	Never made a report.
Brooklyn Annex	Dec. 24, 1885	Last report made was for year 1887.
Brooklyn, Bergen Beach and Canarsie	Nov. 14, 1893	Never made a report.
Brooklyn Bridge and South Ferry	Oct. 29, 1887	Never made a report.
Brooklyn Cable	.....	Last report made was for year 1888.
Brooklyn, Mapleton, Van Pelt Manor and Bath Beach	Sept. 30, 1893	Never made a report.
Brooklyn and Jersey City Ferry	July 26, 1884	Never made a report.
Brooklyn Suburban	March 7, 1887	Never made a report.
Broome and Delancey Street Crosstown	Jan. 16, 1886	Never made a report.
Broome, Delancey and Spring Street	Sept. 8, 1885	Never made a report.
Buffalo and East Aurora Electric	April 20, 1892	
Buffalo and Hamburg	March 31, 1892	
Buffalo Electric and Cable Street	Oct. 7, 1889	Never made a report.
Buffalo and Lancaster Electric	Feb. 23, 1892	
Buffalo and Niagara Falls Electric	March 27, 1893	Never made a report.
Buffalo, N. Tonawanda & Sanborn Elec.	May 9, 1893	Never made a report.
Buffalo and Tonawanda	Jan. 12, 1893	Never made a report.
Buffalo, Tonawanda and Niagara River	April 21, 1890	Never made a report.
Burnett Street Car Co.	July 17, 1886	Last report made was for year 1887.
Canisteo Valley Electric	Dec. 28, 1891	
Capitol	May 4, 1891	Leased to Albany now, abandoned.
Catskill City	May 20, 1885	Last report made was for year 1887.
Citizens'	Oct. 19, 1885	Never made a report.
Citizens' Electric (Buffalo)	Nov. 15, 1887	Never made a report.
Citizens' Electric (Corning)	Dec. 8, 1892	Never made a report.
Citizens' Railway of Jamestown	Nov. 17, 1890	
Citizens' Street R. R. Co. of Rochester	May 16, 1885	Never made a report.
Citizens' Surface (Hornellsville)	Feb. 20, 1888	Last report made was for year 1888.
Colonial City	June 9, 1893	
Coney Island Electrical	June 2, 1887	Never made a report.
Coney Island, Fort Hamilton and Brooklyn (No. 1)	Jan. 27, 1892	

TABLE H — (*Continued*).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

SURFACE STREET ROADS — HORSE, ELECTRIC AND CABLE.

NAME.	Date of charter.	Remarks.
Coney Island, Fort Hamilton and Brooklyn (No. 2)	March 21, 1894	Never made a report.
Coney Island and Gravesend	March 22, 1893	Never made a report.
Corning and Painted Post	June 28, 1886	Never made a report.
Cortland and Homer Traction Co.	May 14, 1894	Never made a report.
Crescent (Long Island City)	May 22, 1892	
Dansville Electric	May 11, 1893	Never made a report.
Deer Park and Babylon	July 1, 1892	Never made a report.
Depot Belt Line	April 28, 1890	Never made a report.
Dunkirk and Fredonia Rapid Transit	Jan. 19, 1891	Never made a report.
East Chester	May 29, 1886	Never made a report.
East and West (New York city)	April 4, 1890	Never made a report.
East River and Newtown	March 9, 1885	Never made a report.
East River, Cen. Park and North River	Nov. 15, 1889	Last report made was for year 1890.
East Side of Rochester	July 7, 1887	Never made a report.
Electric (Auburn)	April 25, 1893	Never made a report.
Eleventh Ward (Syracuse)	March 7, 1889	Never made a report.
Elmwood Avenue and Tonawanda	June 20, 1893	Never made a report.
East and West Ferries	April 27, 1887	Never made a report.
Eighth Ward (Syracuse)	Nov. 6, 1889	Never made a report.
Ferry Crosstown	Jan. 16, 1885	Never made a report.
Fifty-ninth Street	Dec. 20, 1884	Never made a report.
Fifty-second Street, Fifty-third Street and Eastern Boulevard	Jan. 11, 1886	Never made a report.
Fishkill and Matteawan	Feb. 24, 1886	Last report made was for year 1887.
Flushing and College Point Electric	May 9, 1887	Never made a report.
Flushing, Newtown & Long Island City	May 25, 1892	
Fonda and Fultonville Electric	Feb. 8, 1893	Never made a report.
Fort Plain	Nov. 7, 1887	Last report made was for year 1890.
Fulton and Cortlandt Street Ferry	Sept. 5, 1884	Never made a report.
Fulton Street Crosstown	April 14, 1887	Never made a report.
Fulton and Montgomery Electric	March 26, 1892	
Geddes	March 13, 1886	Never made a report.
Geneva Electric	July 18, 1890	Never made a report.
Geneva Surface	June 4, 1891	Never made a report.
Geneva and Waterloo	March 18, 1893	Never made a report.
Gloversville Street Electric	Jan. 19, 1891	Last report made was for year 1891.
Gravesend, Flatlands, Flatbush & B'kl'n.	Feb. 26, 1890	Never made a report.
Harlem, Brook Avenue and Woodstock.	Jan. 21, 1890	Never made a report.
Harlem and Kings Bridge	Jan. 2, 1892	
Harlem Crosstown	Oct. 9, 1886	Never made a report.
Harlem and Riverside Park	Aug. 15, 1885	Never made a report.
Harlem River and Woodstock	Nov. 30, 1886	Never made a report.
Harlem, Mott Haven and Morris Avenue.	Jan. 21, 1890	Never made a report.
Hoosick	June 10, 1893	
Hornell	Feb. 29, 1888	Never made a report.
Hornellsville	Jan. 10, 1888	Never made a report.
Houston and Hoboken	Oct. 17, 1886	Never made a report.
Hunter's Point Av. & Calvary Cemetery.	Oct. 16, 1888	Never made a report.
Huntington Street	Feb. 3, 1887	Never made a report.
Interstate Traction Co.	Dec. 6, 1892	Never made a report.
Jerome Avenue	July 23, 1889	Never made a report.
Kingsbridge Cable	March 15, 1886	Never made a report.
Kings County Electric	Nov. 29, 1892	Never made a report.
Kingston City Electric	March 17, 1892	
Laurel Hill, New Calvary & Lu. Cem'ry.	March 20, 1885	Never made a report.
Lexington Avenue and Fourteenth St.	Aug. 4, 1884	Last report made was for year 1884.
Lexington Avenue and South Ferry	March 30, 1886	Never made a report.
Lock City Electric	Oct. 29, 1892	Never made a report.
Lockport and Olcott Beach	July 7, 1891	
Long Island Electric	March 5, 1894	Never made a report.
Lyons	Jan. 24, 1889	See letter filed with R. R. Com's Dec. 30, 1889.
Madison Avenue and Twenty-third St.	Oct. 17, 1885	Last report made was for year 1889.
Manhattan Surface	April 1, 1887	Last report made was for year 1887.
Melrose and West Morrisania	Aug. 19, 1886	Last report made was for year 1890.
Metropolitan Surface	Oct. 27, 1885	Never made a report.
Metropolitan Surface	Jan. 23, 1886	Never made a report.
Middletown St. R. R. and Power	Feb. 28, 1893	Never made a report.
Mount Vernon and New York	Nov. 28, 1892	Never made a report.
Middletown	May 31, 1889	Never made a report.
Montague Street	Oct. 3, 1885	Never made a report.
Morris Avenue	July 16, 1885	Last report made was for year 1885.
Nassau Electric (Brooklyn)	March 13, 1893	Never made a report.
Newburgh, New Windsor and Balmville.	Feb. 10, 1893	Never made a report.
New Paltz and Highland Electric	March 24, 1893	Never made a report.
New Rochelle	Aug. 18, 1885	Capital stock surrendered to New Rochelle and Pelham in 1888.
New York and South Mt. Vernon	April 5, 1892	
New York City Suburban Surface	Dec. 7, 1889	Never made a report.
New York, Elmsford and White Plains.	May 4, 1892	
New York, Mapleton and Van Pelt Manor	July 27, 1892	Never made a report.
New York and Palisade	Dec. 30, 1885	Last report made was for year 1886.
New York, White Plains and Mamaroneck	May 4, 1892	

TABLE H — (*Concluded*).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

SURFACE STREET ROADS—HORSE, ELECTRIC AND CABLE.

NAME.	Date of charter.	Remarks.
New York Suburban	Feb. 1, 1886	Never made a report.
New York Surface	Feb. 1, 1886	Never made a report.
Niagara Electric	June 15, 1893	Never made a report.
Niagara Falls, Whirlpool and Northern.	Feb. 26, 1894	Never made a report.
Niagara River Street	March 14, 1890	Never made a report.
North New York	July 22, 1895	Last report made was for year 1888.
North Side of Rochester	Sept. 13, 1887	Never made a report.
North Mt. Vernon	April 20, 1892	
North New York Junction	Oct. 1, 1891	
North Third Avenue and Fleetwood Park	Jan. 27, 1890	Last report made was for year 1890.
Ocean Parkway Transit	July 20, 1888	Never made a report.
One Hundred and Fifty-sixth Street	Dec. 31, 1886	Never made a report.
One Hundred and Sixteenth Street and Port Lee Ferry	Sept. 8, 1885	Never made a report.
Peekskill	Jan. 17, 1893	Never made a report.
Pelham and Travers Island	Sept. 18, 1889	Never made a report.
People's of Brooklyn	Nov. 20, 1893	Never made a report
People's Electric (Buffalo)	Jan. 19, 1888	Never made a report.
People's Surface	Nov. 17, 1885	Last report made was for year 1887.
Port Chester and Rye Beach	Jan. 24, 1887	Last report made was for year 1887.
Port Chester, White Plains and Tarrytown	Aug. 18, 1888	Never made a report.
Port Jervis Electric	Nov. 27, 1889	Never made a report.
Port Jervis and Suburban	Sept. 9, 1889	Never made a report.
Poughkeepsie and Wappinger's Falls	Nov. 25, 1892	
Queen City	Aug. 5, 1887	Never made a report.
Rapid Transit of Troy	July 25, 1890	Never made a report.
Rhinebeck and Rhinecliff	April 18, 1893	
Richmond County	May 2, 1885	Last report filed was for year 1887.
Rochester Cable	July 9, 1887	Never made a report.
Rochester City and Brighton Terminal	Aug. 9, 1887	Never made a report.
Salamanca Electric Surface	Dec. 26, 1890	Never made a report.
Salina and Oakwood	March 22, 1886	Never made a report.
Saratoga	Jan. 28, 1886	Never made a report.
Saratoga Rapid Transit	Nov. 11, 1890	Never made a report.
Sauquoit Valley Electric	April 23, 1890	Never made a report.
Seneca Falls, Restvale and Cayuga Lake.	Jan. 29, 1886	Never made a report.
Sheepshead Bay and Coney Island	Aug. 27, 1892	Never made a report.
Sherman Park and Westchester County.	March 29, 1894	Never made a report.
South Avenue Surface	Nov. 3, 1890	Never made a report.
South Beach	Oct. 9, 1888	Never made a report.
South Brooklyn Street	Sept. 29, 1886	Never made a report.
Southern Boulevard	June 27, 1885	Last report made was for year 1888.
St. Nicholas Avenue and Crosstown	Oct. 26, 1885	Never made a report.
Suburban Traction	April 28, 1892	
Susq. Valley Electric Traction	Jan. 11, 1893	Never made a report.
Syracuse	June 6, 1887	Never made a report.
Syracuse Electric	Feb. 19, 1890	Never made a report.
Syracuse Union	July 9, 1888	Never made a report.
Third Street (Newburgh)	June 17, 1887	Last report made was for year 1889.
Thirty-first Street	Aug. 6, 1885	Never made a report.
Thirty-ninth Street, Brooklyn Ferry and Suburban	Dec. 8, 1893	Never made a report.
Twenty-third Street Ferry and Newtown	Jan. 16, 1893	Never made a report.
Union Passenger R'y and Transfer Co.	June 25, 1885	Never made a report.
Union Street (Brooklyn)	March 17, 1890	Never made a report.
Van Nest, West Farms and Westchester Traction	April 28, 1892	
Valatie and Kinderhook	Dec. 1, 1888	Never made a report.
Wakefield and Westchester Traction	April 28, 1892	
Wall Street Ferry	Feb. 23, 1888	Never made a report.
Washington Bridge, Tremont and Westchester	Feb. 6, 1890	Never made a report.
West Brooklyn Electric	Oct. 30, 1890	Never made a report.
West Farms and Westchester Traction.	April 28, 1892	
West Side of Rochester	Aug. 6, 1887	Never made a report.
West Side (New York)	April 22, 1892	
West Water Street	Aug. 26, 1890	Never made a report.
Whitestone and College Point	Nov. 14, 1893	Never made a report.
Williamsb'gh and Westchester Traction	April 28, 1892	
Williamsbridge, Woodlawn and Westchester	Nov. 21, 1891	
Yonkers Street	Feb. 2, 1886	Never made a report.
Yonkers, Mt. Vernon, Pelham and New Rochelle	April 22, 1891	Never made a report.

TABLE I.

Statement of Accidents on Surface Street Roads for year ending June 30, 1894.

MECHANICAL TRACTION.

NAME OF ROAD.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany	.....	18	....	4	4	21	4	43
Atlantic Avenue	.....	4	.....	3	11	18	11	25
Auburn City	.....	....	.....	....	....	1	....	1
Binghamton	.....	....	1	....	2	2	3	2
Broadway, Brooklyn	.....	....	.....	....	2	....	2	....
Brooklyn City and Newtown	.....	3	.....	1	4	3	4	7
Brooklyn Heights	2	11	3	1	18	27	23	39
Buffalo	.....	9	1	3	1	5	2	17
Buffalo, Bellevue and Lancaster	.....	1	.....	....	....	....	....	1
Citizens' Street, Fishkill	.....	1	.....	....	....	....	....	1
Coney Island and Brooklyn	1	3	1	1	3	9	5	13
Crosstown Street (Buffalo)	.....	4	.....	....	3	4	3	8
Dunkirk and Fredonia	.....	....	.....	....	....	2	....	2
Elmira and Horseheads	.....	....	2	....	2	2	4	2
Flushing and College Point	.....	....	.....	....	1	....	1	....
Jamaica and Brooklyn Road	.....	....	.....	1	....	....	....	1
Jamestown Street	.....	....	.....	1	....	....	....	1
Metropolitan Street	1	1	.....	....	2	2	3	3
Niagara Falls and Suspension Bridge	1	1	.....	....	....	2	1	3
Ossining Electric	1	1	.....	....	....	....	1	1
People's (Syracuse)	.....	5	.....	2	....	3	....	10
Schenectady Street	.....	2	1	....	....	....	1	2
Steinway	.....	....	.....	1	2	2	2	3
Syracuse Consolidated Street	.....	1	.....	2	3	5	3	8
Third Avenue	2	8	.....	....	....	....	2	8
Troy City	.....	....	1	....	2	4	3	4
Union (N. Y. city)	.....	28	2	3	1	15	3	46
Westchester Electric	.....	....	.....	....	....	1	....	1
Yonkers	.....	....	.....	....	1	1	1	1
Total	8	101	12	23	62	129	82	253

ANIMAL POWER.

Central Crosstown	.....	1	.....	4	....	3	....	8
Dry Dock, E. Broadway and Battery	.....	1	1	....	2	2	3	3
Eighth Avenue	.....	4	.....	2	....	1	....	7
Forty-second Street, Manhattanville and St. Nicholas Avenue	.....	1	.....	3	2	2	2	6
New York and Harlem	.....	7	1	....	1	3	2	10
Second Avenue	3	8	.....	....	....	....	3	8
Total	3	22	2	9	5	11	10	42
Grand total	11	123	14	32	67	140	92	295

REPORTS

OF

SURFACE STEAM RAILROAD COMPANIES

ADDISON AND PENNSYLVANIA.

(Date of charter, July 23, 1887.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

Capital Stock.

	Common.		Preferred		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter.....	6,000	$600,000	3,500	$350,000 00	.....
Issued for reorganization and now outstanding.....	5,689	568,900	1,976	197,586 07	$766,486 07

Number of stockholders 100

Funded Debt.

Designation of Lien.	Date.	Term, years.	Interest.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding
			Rate.	When payable.			
			p.c.				
First mort. bds.. ..	Dec. 1, 1892	40	5	Dec. and June	$350,000	$68,000 00	$64,600 02
Second mort. bds...	Dec. 1, 1892	40	4	Dec. and June	350,000	310,706 22	310,706 20
Total	.....	....	....	.....	$700,000	$378,706 22	$375,306 22

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading and masonry	$7,138 78	$8,759 25
Bridges	5,500 33	10,581 06
Superstructure (including ties)	12,210 46	16,470 22
Land	.....	450 00
Engine and car houses.....	274 37	274 37
Engineering expenses	156 00	549 46
Interest and discount charged to construction	7,194 82	7,494 82
Purchase of constructed road and equipment.....	.....	1,357,641 75
Total cost of road	$32,474 76	$1,402,250 93
Total cost of equipment.....	17,975 36	17,975 36
Grand total cost of road and equipment	$50,450 12	$1,420,196 29

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$82,677 80
Less operating expenses (excluding all taxes)		59,474 02
Net earnings from operation		$23,203 78
Income from other sources, as follows, viz.:		
Sale of old brass	$45 47	
Received from New York, Lake Erie and Western railroad account, per cent. on business received from and delivered to that company	6,947 71	
		6,993 18
Gross income from all sources		$30,196 96
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$14,923 37	
Taxes on property used in operation of road	881 69	
Interest on current liabilities	15,613 37	
		31,377 43
Deficit for year ending June 30, 1894		$1,180 47

General Income Account.

Deficit for year ending June 30, 1894	$1,180 47
Surplus up to June 30, 1893	9,054 77
Total surplus June 30, 1894	$7,874 30

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight	.....	$52,712 76	$52,712 76
Passenger	$23,554 85	.....	.....
Mail	2,903 58	.....	.....
Express	1,[illegible]06 31	.....	27,565 04
Miscellaneous, as follows, viz.:			
Operating N. Y. & N. [illegible]. R. R.	.....	2,400 00	2,400 00
Total gross earnings	$27,565 04	$55,112 76	$82,677 80

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$558 04	$[illegible],674 12	$[illegible],232 16
Steel rails laid	57 08	171 24	2[illegible]8 32
Repairs of roadbed	4,991 05	14,973 [illegible]8	19,964 23
Repairs of bridges (including culverts and cattle guards)	148 61	445 85	594 46
Repairs of stations, shops, docks, etc.	154 49	463 48	617 97
Repairs of fences	97 78	293 34	391 12
Total	$6,007 05	$18,021 21	$24,028 26
Maintenance of equipment:			
Repairs of locomotives	$743 67	$2,231 01	$2,974 68
Repairs of cars	342 99	1,028 97	1,[illegible]71 96
Repairs of machinery and tools	74 50	223 50	298 00
Total	$1,161 16	$3,483 48	$4,644 64
Conducting transportation:			
Wages of conductors and men	$1,462 76	$4,388 28	$5,851 04
Wages of engineers and firemen	1,577 06	4,731 19	6,308 25
Fuel for locomotives	1,087 74	3,263 23	4,350 97
Water supply	57 91	173 73	231 64
Other train supplies or expenses	76 37	229 11	305 48
Wages of station agents and clerks	1,501 09	4,503 25	6,004 34
Station supplies	84 27	252 81	337 08
Wages of watchmen, flagmen and switchmen	203 58	61[illegible] 74	814 32
Other expenses for conducting transportation	121 58	365 65	487 [illegible]
Total	$6,172 66	$18,517 97	$[illegible]4,690 63

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$842 49	$2,527 49	$3,369 08
General office expenses and supplies	46 25	138 76	185 21
Stationery and printing	107 06	321 17	428 23
Loss and damage of freight and baggage	13 06	39 17	52 23
Telegraph maintenance and operation	313 40	940 19	1,253 59
Mileage of cars of other companies (debit balance)	44 01	132 05	176 06
Other general expenses	161 35	484 04	645 39
Total	$1,527 62	$4,583 87	$6,110 49
Grand total operating expenses	$14,868 49	$44,605 53	$59,474 02

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$1,420,196 29
Current assets, as follows, viz.:		
Cash on hand	$5,205 52	
Due by agents	1,308 18	
Open accounts	5,922 93	
		12,436 63
		$1,432,632 92

LIABILITIES.

Capital stock		$766,486 07
Funded debt		378,706 28
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$5,885 37	
Audited vouchers and pay rolls	8,700 42	
Loans and bills payable	264,980 54	
		279,566 33
Profit and loss (surplus)		7,874 30
		$1,432,632 92

Traffic and Mileage Statistics.

ITEM.	
Number of passengers carried	65,361
Number of passengers carried one mile	1,045,776
Number of tons of freight carried	51,807
Number of tons of freight carried one mile	1,753,894
Passenger train mileage	48,696
Freight train mileage	28,796
All other train mileage	28,796
Total train mileage	106,290

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$27 565 04	$14,868 49	$12,696 55
Average per passenger carried	36	23	13
Average per passenger per mile	0225	0·5	0075
Average per passenger train per mile	52	28	24
Freight earnings and expenses (including miscellaneous earnings)	52,712 76	44,605 53	8,107 23
Average per ton of freight carried	96	81	15
Average per ton of freight per mile	03	025	005
Average per freight train per mile	1 03	88	15

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.25
Average rate received per mile per ton for carrying freight, all classes	3

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in New York State.	Entire length.
Main line authorized from Addison, N. Y., to Gaines, Pa.	10.50	41
Sidings and turnouts on main line	1.031	3.01
Grand total of tracks, sidings and turnouts	11.531	44.01
Laid with steel rail, main line	10.50	41

Average life of rails — steel, 14 years; average life of ties, 5 years; weight of rails per yard — steel, maximum, 63 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.	Miles laid with steel rail.
New York and North Pennsylvania Railroad	Gaines, Pa.	Galeton, Pa	5	Operated	5

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Wooden bridges	1	200	3	390
Wooden trestles	6	895	48	4,093
Total	7	1,095	51	4,483

EQUIPMENT.	Number owned	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	$3,500 00	80,000	10	3	.....
First-class passenger cars	2	.....	.....	.....	2	1
Second-class passenger cars	1	.....	.....	.....	.....	.....
Baggage, mail and express cars	2	.....	.....	.....	2	.....
Total	5	.....	.....	.....	4	1
Box freight cars	5	.....	.....	.....	.....	.....
Flat freight cars	10	.....	.....	.....	.....	.....
Caboose, 4-wheel cars	1	.....	.....	.....	.....	.....
Total	16	.....	.....	.....	.....	.....

Westinghouse air brake on passenger cars and hand brake on freight cars; link and pin coupler; split switch on main line and common lever on side tracks.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing your road at grade	.....	1
Highway crossings at grade without protection	5	40
Highway crossings over or under your grade	1	2

Passenger cars are heated by Baker heaters and Spear stoves, lighted by kerosene lamps and ventilated by side transoms.

Wells, Fargo & Co operates over the road at $90 per month for 45,000 lbs.; over that amount 20 cts. per 100.

The United States government pay for transportation of mails $3,248.88 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,544	3
Grain	2,220	4
Meats and provisions	1,526	3
Live stock	625	1
Lumber	27,798	51
Pig and bar iron and steel	443	1
Petroleum and other oils	1,122	2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	5,109	9
All other manufactures	1,733	3
All other merchandise	3,013	5
All other agricultural products	4,842	9
All other articles not included above	4,837	9
Total	54,807	100

EMPLOYES.

Average number of persons employed (including officials) during year	109
Aggregate amount of salaries and wages paid them	$47,898 11

Officers of the Company.

Name.	*Title.*	*Official Address.*
T. C. PLATT	President	49 Broadway, N. Y. city.
WILLIAM BROOKFIELD	Vice-President	82 Fulton St, N. Y. city.
A. H. HOWE	Treasurer	49 Broadway, N. Y. city.
J. E. JONES	Secretary	Yonkers, N. Y.
FRANK H. PLATT	General counsel	35 Wall St, N. Y. city.
FRANK M. BAKER	General superintendent	Addison, N. Y.

Directors of the Company.

Name.	*Residence.*
T. C. PLATT	49 Broadway, New York city.
WILLIAM BROOKFIELD	82 Fulton street, New York city.
J. E. JONES	Yonkers, N. Y.
FRANK H PLATT	35 Wall street, New York city.
W. G OAKMAN	82 Broadway, New York city.
GEORGE R. SHELDON	4 Wall street, New York city.
C. L. PATTISON	Elkland, Pa.
B. H. PARKHURST	Elkland, Pa.
A. C. GURNEE	Edan, Me.
THEODORE F. WOOD	Orange, N. J.
C. S. BRICE	Lima, Ohio.
FRANK M. BAKER	Owego, N. Y.
R. W. CLINTON	Newark Valley, N. Y.

Title of company, Addison and Pennsylvania Railway Company.
General offices at 49 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, January 29
For information concerning this report, address Frank M. Baker, General Superintendent, Addison, N. Y.

ADIRONDACK.

(Date of charter, July 7, 1892.)

For history of organization, etc., see report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	40,000	$4,000,000
Issued for property and now outstanding	26,000	2,600,000
Number of stockholders		22

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mtg. bonds	March, 1892	50	4½	March & Sept.	$2,000 000	$1,000,000 00	$987,500
Trustees' certificates for second mortgage bonds.	.....	....	....	.....	1,500,000	12,213 76	.....
Total	.....	....	....	.....	$3,500,000	$1,012,213 76	$987,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$327 55	$1,063,608 87
Bridges	17,645 18	159,982 35
Superstructure (including ties)	559 72	670,980 92
Rails	668 06	18,177 33
Land	.....	6,553 00
Land damages	.....	119,549 25
Fences	.....	250 00
Engine and car houses	.....	21,096 45
Shops, machinery and tools	.....	20,864 89
Fuel and water stations	.....	2,649 15
Engineering expenses	.....	7,148 53
Interest and discount charged to construction	.....	131,797 73
Total cost of road	$19,104 51	$2,223,597 36
EQUIPMENT.		
Locomotives	*$5,119 43	$36,735 57
Passenger cars	.....	26,287 89
Mail, baggage and express cars	.....	4,985 40
Freight and other cars	*400 00	9,340 00
Total cost of equipment	*$5,519 43	$77,348 39
Grand total cost of road and equipment	$13,585 08	$2,299,945 75

* Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for new side tracks	$36 00	
Bridge masonry	201 55	
		$237 55
Bridge No. 7, replacing wood with iron		17,645 18
Superstructure for side tracks	$496 32	
Superstructure for bridges	63 40	
		559 72
Rails for side tracks		662 06
Fixtures for locomotives purchased in 1893	$880 57	
By depreciation of locomotives during year 1893	*6,000 00	
		*5,119 43
Two box cars taken down		*400 00
Total		$13,585 08

Income Account for Year ending June 30, 1894.

Gross earnings from operation		$165,234 98
Less operating expenses (excluding all taxes)		125,390 77
Net earnings from operation		$39,844 21
Income from other sources, as follows, viz.:		
Interest account		6,807 52
Gross income from all sources		$46,651 73
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$45,000 00	
Taxes on property used in operation of road	5,773 10	
Taxes on earnings and capital stock	800 00	
Taxes other than above	286 24	
		51,859 34
Deficit for year ending June 30, 1894		$5,207 61

General Income Account.

Deficit for year ending June 30, 1894	$5,207 61
Deficit up to June 30, 1893	531,148 52
Total deficit June 30, 1894	$536,356 13

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, all local		.....	$111,071 13	$111,071 13
Passengers, through	$777 78			
Passengers, local	43,825 23			
		$44,603 01	.....	44,603 01
Mail		5,529 15	.....	5,529 15
Extra baggage		233 85	.....	233 85
Express		3,098 84	.....	3,098 84
Newspaper and baggage express		400 00	.....	400 00
Rents		170 43	128 57	299 00
Total gross earnings		$54,035 28	$111,199 70	$165,234 98

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$11,504 30	$7,627 89	$19,132 19
Steel rails laid, 27.55 tons, cost $708 13			
Iron rails laid, 23.05 tons, cost $672.75			
Repairs of roadbed	766 56	575 33	1,341 89
Repairs of bridges (including culverts and cattle guards)	*272 86	*241 26	*514 12
Repairs of stations, shops, docks, etc.	766 66	638 39	1,405 05
Repairs of fences	1,270 97	477 10	1,748 07
Other expenses for maintenance of way and structures	4,202 80	3,013 88	7,216 68
Total	$18,238 43	$12,091 33	$30,329 76

* Credit.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$6,886 76	$5,648 06	$12,534 82
Repairs of cars	2,946 07	3,766 61	6,712 68
Repairs of machinery and tools	37 94	31 14	69 08
Other expenses for maintenance of equipment	1,076 53	831 29	1,907 82
Total	$10,997 30	$10,277 10	$21,274 40
Conducting transportation:			
Wages of conductors and men	$3,036 23	$6,731 27	$9,767 60
Wages of engineers and firemen	5,168 23	4,124 75	9,292 98
Fuel for locomotives	11,369 35	8,460 09	19,829 44
Oil and waste	418 81	344 51	763 32
Water supply	292 89	186 65	479 54
Other train supplies or expenses	753 07	571 90	1,324 97
Wages of station agents and clerks	2,534 01	1,671 31	4,205 22
Wages for labor at stations	1,008 16	1,445 61	2,453 77
Station supplies	274 09	232 38	506 47
Wages of watchmen, flagmen and switchmen	1,432 29	1,032 71	2,465 00
Other expenses for conducting transportation	3,393 26	689 82	4,083 08
Total	$29,675 39	$25,491 10	$55,166 49
General expenses:			
Salaries of general officers and clerks	$2,238 83	$3,056 24	$5,295 07
General office expenses and supplies	621 25	483 99	1,105 24
Stationery and printing	197 40	187 66	385 06
Outside agencies and advertising	290 98	.....	290 98
Legal expenses	87 73	71 27	159 00
Loss and damage of freight and baggage	.....	95 45	95 45
Damage to cattle and property	477 50	735 00	1,212 50
Telegraph maintenance and operation	1,970 25	1,469 55	3,439 80
Mileage of cars of other companies (debit balance)	1,210 82	3,958 08	5,168 90
Insurance	400 00	600 00	1,000 00
Other general expenses	358 42	109 70	468 12
Total	$7,853 18	$10,766 94	$18,620 12
Grand total operating expenses	$66,764 30	$58,626 47	$125,390 77

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$2,882,597 36
Cost of equipment	77,348 39
Current assets, as follows, viz.:	
Cash on hand	8,532 40
Due by agents	8,568 64
Open accounts	148,215 72
Materials and supplies	17,089 17
Profit and loss (deficiency)	536,356 13
	$3,618,707 81

LIABILITIES.

Capital stock	$2,600,000 00
Funded debt	1,000,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	6,494 05
Trustees' certificates, convertible into 2 per cent. mortgage bonds	12,213 76
	$3,618,707 81

* Credit.

Traffic and Mileage Statistics.

Item.	In both directions.		
	Through.	Local.	Total.
Number of passengers carried	509	61,160	61,669
Number of passengers carried one mile	25,798	1,573,757	1,599,555
Number of tons of freight carried	.....	162,067	162,067
Number of tons of freight carried one mile	.....	3,563,847	3,563,847
Passenger train mileage	.....	.....	79,912
Freight train mileage	.....	.....	52,339
Total train mileage	.....	.....	132,251

Item.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$54,035 28	$66,764 30	$12,729 02
Average per passenger ca ried	87	1 08	21
Average per passenger per mile	03378	04174	00796
Average per passenger train per mile	67	83	16
			Profit.
Freight earnings and expenses (including miscellaneous earnings)	111,199 70	58,626 47	$52,573 23
Average per ton of freight carried	68	36	32
Average per ton of freight per mile	0312	01645	01475
Average per freight train per mile	2 12	1 12	1 00

Item. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	3.014	2.785	2.788
Average rate received per mile per ton for carrying freight, all classes	.....	3.117	3.117

Description of Road and Equipment.

Track.	Miles owned, all in N. Y. State.
Main line authorized from Saratoga Springs to Ogdensburg (about)	180
Main line laid, single track	56.95
Sidings and turnouts on main line	7.47
Grand total of tracks, sidings and turnouts	64.42
Laid with steel rail, main line	56.60
Laid with iron rail, main line	7.83

Average life of rails—steel, 12 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 67 lbs., minimum, 62 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and sand.

Bridges.	Entire line in New York State.	
	Number.	Aggregate length.
		Feet.
Iron bridges	14	1,263

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	3	$5,247 94	140,950	20	3	1
Locomotives, 4 drivers	4	.....	114,900	20	4	.....
Total	7	.....	.....	.....	7	1
First class passenger cars	2	$5,540 00	37,500	15	2	2
Second class passenger cars	5	3,040 00	.....	15	5	5
Baggage, mail and express cars	4	1,248 20	33,000	.....	4	4
Total	11	.....	.....	.....	11	11
Box freight cars	8	$200 00	24,000	10	.....	.....
Flat freight cars	43	180 00	15,000	10	.....	.....
Total	51	.....	.....	.....	.....	.....

Westinghouse automatic air brake and Gould coupler on passenger cars.
Three-fourths of switches on line of road are automatic safety, the balance stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$148,112
Highway crossings at grade without protection	44
Highway crossings at grade protected by gates or flagmen	7
Highway crossings over or under your grade	4
Overhead obstructions less than twenty feet above track	2

Passenger cars are heated by Consolidated Car Heating Co.'s system; lighted with mineral seal oil 300 degrees test, and ventilated by Creamer and Globe ventilators in transoms and elevated roofs.

Adirondack, New England and New York Express Company operates over road; pays one-half first class tariff rates for all freight.

Paid Wagner Palace Car Company $5.19 during the year.

Mails are transported for the compensation fixed by the government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,958	1.21
Grain	5,743	3.54
Meats and provisions	963	.59
Live stock	180	.08
Lumber	8,718	5.35
Pig and bar iron and steel	139	.08
Iron or other ores	336	.21
Coal and coke	18,583	11.47
Petroleum and other oils	566	.35
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	48,086	29.67
All other manufactures	3,063	1.90
All other merchandise	1,540	.95
All other agricultural products	2,056	1.27
All other articles not included above	70,172	43.30
Total	162,067	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	1	.....	1
Others	1	1	2
Total	2	1	3

EMPLOYES.

Average number of persons employed (including officials) during year	194
Aggregate amount of salaries and wages paid them	$63,345 40

Officers of the Company.

Name.	*Title.*	*Official Address.*
R. SUYDAM GRANT	President	New York city.
H. G. YOUNG	Vice-President	Albany, N. Y.
C. A. WALKER	Treasurer and Secretary	New York city.

Directors of the Company.

Name.	*Residence.*
WILLIAM W. DURANT	
WARNER MILLER	Herkimer, N. Y.
FRELING H. SMITH	New York city.
WILLIAM L. STRONG	New York city.
DAVID WILCOX	New York city.
CHESTER GRISWOLD	New York city.
JAMES ROOSEVELT	Hyde Park, N. Y.
HORACE G. YOUNG	Albany, N. Y.
R. SUYDAM GRANT	New York city.
ROBERT OLYPHANT	New York city.
JAMES C. HARTT	Montreal.
CHARLES A. WALKER	New York city.
F. M. OLYPHANT	New York city.

Title of company, Adirondack Railway Company.
General offices at Saratoga Springs, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Wednesday in October.
For information concerning this report, address S. T. S. Henry, auditor, New York city.

ALBANY AND SUSQUEHANNA.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 19, 1851.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	14,000	*$1,400,000
Total now outstanding	85,000	8,500,000

Number of stockholders	594

* Increased to $4,000,000 by act chapter 384, Laws of 1859, and further increased to $5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at $3,500,000 by an amendment to said lease, March 7, 1876; both the original and the amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company at their meetings held respectively May 3, 1870, and April 26, 1876.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First con. mort. bds.	April 1, 1876	30	7	April and Oct.	$10,000,000	$3,000,000	$3,000,000
First con mort bds.	April 1, 1876	30	6	April and Oct.	.....	7,000,000	7,000,000
Albany c'y loan bds.	Nov. 6, 1865	30	6	May and Nov.	150,000	*250,000	916,625
Albany c'y loan bds.	May 1, 1866	30	6	May and Nov.	250,000	*250,000	
Albany c'y loan bds	Nov. 1, 1866	30	6	May and Nov.	250,000	*250,000	
Albany c'y loan bds	May 1, 1867	30	6	May and Nov.	250,000	*250,000	
Total	.....	....	....	.....	$11,000,000	$11,000,000	$10,916,625

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1894.
Grading and masonry	$2,921,436 81
Bridges	370,460 73
Superstructure (including ties), ballast and rails	3,462,077 03
Land, land damages and fences	627,959 49
Passenger, fuel, water and freight stations	487,673 40
Engine and car houses, shops, machinery and tools	281,565 97
Engineering expenses	231,207 49
Interest and discount charged to construction	829,775 16
Telegraph line	34,788 79
Contingents	195,571 15
Total cost of road	$9,442,534 81

EQUIPMENT.	
Locomotives	$1,222,722 00
Passenger cars	259,400 00
Mail, baggage, express, freight and other cars	3,276,109 74
Total cost of equipment	$4,758,231 74
Grand total cost of road and equipment	$14,200,766 55

Income Account for Year Ending June 30, 1894.

Income from all sources as follows, viz.:

Rental under the lease		$935,000 00
Allowance for maintaining organization to March 1, 1894		1,000 00
Payments to sinking fund by lessee		10,000 00
Interest on investments and deposits reported by the trustees of the sinking fund of the city of Albany for the year ending October 31, 1893		18,547 84
Gross income from all sources		$964,547 84
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$690,000 00	
Other disbursements	1,113 71	
		691,113 71
Net income from all sources		$273,434 13

* The sinking fund for retiring these bonds amounted October 31, 1893, to $561,034.26.

Payments from net income, as follows, viz.:

Two dividends declared, each 3½ per cent., on $3,500,000, common stock	245,000 00
Surplus for year ending June 30, 1894	$28,434 13

General Income Account.

Surplus for year ending June 30, 1894	$28,434 13
Surplus up to June 30, 1893	252,274 29
Total surplus, June 30, 1894	$280,708 42

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$9,442,534 81
Cost of equipment	4,758,231 74
Other permanent investments, as follows, viz.:	
Stock of other companies	7,000 00
Current assets, as follows, viz.:	
Cash on hand	1,907 61
Sinking fund	571,034 26
	$14,780,708 42

LIABILITIES.

Capital stock	$3,500,000 00
Funded debt	11,000,000 00
Balance of income account (surplus)	280,708 42
	$14,780,708 42

Officers of the Company.

Name.	*Title.*	*Official Address.*
ROBERT OLYPHANT	President	New York city.
WILLIAM L. M. PHELPS	Secretary and Treasurer	Albany, N. Y.

Directors of the Company.

Name.	*Residence.*
ROBERT M. OLYPHANT	New York city.
HORACE G. YOUNG	Albany, N. Y.
MINARD HARDER	Cobleskill, N. Y.
WM. L. M. PHELPS	Albany, N. Y.
JAMES ROOSEVELT	Hyde Park, N. Y.
GEORGE I. WILBUR	Oneonta, N. Y.
ALFRED VAN SANTVOORD	New York city.
BENJAMIN H. BRISTOW	New York city.
ROBERT OLYPHANT	New York city.
WILLIAM H. TILLINGHAST	New York city.
ROBERT C. PRUYN	Albany, N. Y.
JAMES H. MANNING	Albany, N. Y.
CHARLES A. WALKER	New York city.
*ANTHONY N. BRADY	Albany, N. Y.

Title of company, The Albany and Susquehanna Railroad Company.
General offices at Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address W. L. M. Phelps, Secretary.

* Elected by the common council of the city of Albany, pursuant to section 8 of an act of the Legislature of the State of New York, entitled "An act to authorize the city of Albany to make a loan to the Albany and Susquehanna Railroad Company," passed April 10, 1852.

ALBANY AND SUSQUEHANNA.

LESSEE.

Lessee's Expenditures for Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$7,178 02	$110,012 58
Bridges	1,345 69	36,444 54
Superstructure (including ties)	4,728 96	80,682 82
Rails	3,872 45	54,149 41
Land	.....	218 35
Land damages	.....	5,463 17
Passenger and freight stations	.....	65,657 17
Engine and car houses	1,271 44	6,017 88
Shops, machinery and tools	29,365 04	70,157 99
Fuel and water stations	*918 25	*508 35
Telegraph line	.....	600 00
Total cost of road	$46,743 35	$431,326 10
EQUIPMENT.		
Locomotives	*$18,679 72	$170,615 00
Passenger cars	*10,200 00	*33,100 00
Mail, baggage and express cars	2,257 21	2,257 21
Freight and other cars	*23,930 36	901,915 35
Total cost of equipment	*$50,552 87	$1,042,687 65
Grand total cost of road and equipment	*$3,809 52	$1,474,013 75

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Bridge masonry		$1,466 64	
Filling trestles		1,157 56	
Grading for side tracks		3,903 82	
Satisfaction of claim and grading main line of the Albany and Susquehanna railroad		650 00	
			$7,178 02
Bridges, replacing wooden structures with iron			1,345 69
Superstructure for side tracks		$3,994 97	
Superstructure for bridges and small openings		733 99	
			4,728 96
Rails for side tracks			3,872 45
New turn table at tunnel			1,271 44
New car shops at Oneonta			29,365 04
			$47,661 60
By cost of new coal pockets at Mohawk in 1893 transferred to construction account of Schenectady and Duanesburgh Railroad Company			*918 25
			$46,743 35
Air brakes, air signals, driver brakes, headlights and other fixtures for four locomotives purchased in 1893 and one Trojan coupler for tender		$3,070 28	
By extra tender truck torn down	$350 00		
Depreciation of locomotives in 1893	21,400 00		
		21,750 00	
			*18,679 72
Two passenger cars transferred to equipment of Rensselaer and Saratoga railroad		$9,000 00	
Two passenger cars sold		1,200 00	
			*10,200 00

* Credit.

Two baggage and mail cars built at shops		$5,557 21	
One baggage car sold	$300 00		
Depreciation of baggage cars in 1893	3,000 00		
		3,300 00	
			$2,257 21
Three four-wheel caboose cars built at shops		$1,319 64	
Rolling stock torn down, etc., viz.: seven box cars, twenty-two eight-wheel gondola cars, one stock car, one platform car and nine four-wheel gondola cars		17,686 70	
Depreciation of freight and other cars during year 1893		7,563 30	
			*25,930 36
Total			*$3,309 58

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$3,968,797 76
Less operating expenses (excluding all taxes)		2,205,999 53
Gross income from all sources		$1,762,798 23
Deductions from income, as follows, viz.:		
Rentals	$1,107,598 75	
Taxes on property used in operation of road	52,631 12	
Taxes on earnings and capital stock	9,696 56	
Taxes other than above	1,725 64	
		1,171,654 07
Surplus for year ending June 30, 1894		$611,144 16

General Income Account.

Surplus for year ending June 30, 1894	$611,144 16
Surplus up to June 30, 1893	3,018,246 46
Total surplus June 30, 1894	$3,629,390 62

DETAILED STATEMENT OF RENTALS.

Albany and Susquehanna	$946,000 00
Schenectady and Duanesburgh	30,000 00
Cherry Valley, Sharon and Albany	11,370 89
Delaware and Hudson Canal Company	120,227 86
Total amount of rentals deducted from income	$1,107,598 75

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$1,081,620 66			
Freight, local	2,352,830 65	.....	$3,436,451 31	$3,436,451 31
Passengers, through	$78,741 29			
Passengers, local	386,164 30			
		$464,905 59	.....	464,905 59
Mail		25,500 89	.....	25,500 89
Newspaper and baggage express		1,250 04	.....	1,250 04
Express		37,942 59	.....	37,942 59
Extra baggage		3,237 70	.....	3,237 70
Miscellaneous, as follows, viz.:				
Locomotive service	$1,810 00			
Rents	10,186 12			
Telegraph	7,513 42			
		4,088 63	15,471 01	19,509 64
Total gross earnings		$536,875 44	$3,451,922 32	$3,988,797 76

* Credit.

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$49,009 83	$236,646 18	$285,656 01
Steel rails laid, 5,675.51 tons, cost.. $143,899 94			
Iron rails laid, 183 tons, cost..... 5,031 84			
Repairs of roadbed	3,129 82	15,787 23	18,917 05
Repairs of bridges (including culverts and cattle guards)	3,700 49	17,008 44	20,708 93
Repairs of stations, shops, docks, etc	9,678 69	12,494 73	22,173 42
Repairs of fences	1,953 48	9,017 28	10,970 76
Other expenses for maintenance of way and structures	7,681 59	35,588 40	43,269 99
Total	$75,153 90	$326,537 26	$401,691 16
Maintenance of equipment:			
Repairs of locomotives	$25,372 37	$117,162 26	$142,534 73
Repairs of cars	21,792 34	240,747 75	262,540 09
Repairs of machinery and tools	1,581 75	7,513 33	9,095 08
Other expenses for maintenance of equipment	5,762 41	27,168 08	32,930 49
Total	$54,508 87	$392,591 52	$447,100 39
Conducting transportation:			
Wages of conductors and men	$46,051 68	$239,027 60	$285,079 48
Wages of engineers and firemen	35,333 29	227,536 11	262,869 40
Fuel for locomotives	68,672 43	321,715 05	390,387 48
Oil and waste	3,881 80	20,460 90	24,342 70
Water supply	2,342 20	9,970 72	12,312 92
Other train supplies or expenses	4,093 50	13,964 89	18,058 39
Wages of station agents and clerks	13,573 66	44,320 65	57,894 31
Wages for labor at stations	7,517 13	68,192 05	75,709 18
Station supplies	3,090 43	3,814 68	6,905 11
Wages of watchmen, flagmen and switchmen	8,914 26	21,289 76	30,204 02
Other expenses for conducting transportation	3,553 04	14,150 72	17,703 76
Total	$197,028 63	$984,443 13	$1,181,466 75
General expenses:			
Salaries of general officers and clerks	$14,196 90	$35,732 09	$49,928 99
General office expenses and supplies	3,335 68	9,295 97	12,631 65
Stationery and printing	2,475 02	7,887 80	10,362 82
Outside agencies and advertising	5,430 84	18,741 34	24,172 18
Legal expenses	536 20	1,813 94	2,350 14
Loss and damage of freight and baggage	52 44	10,019 24	10,071 68
Damage to cattle and property	207 80	4,457 05	4,664 85
Injuries to persons	8,372 00	3,048 47	11,420 47
Telegraph maintenance and operation	9,671 19	31,280 00	40,951 19
Mileage of cars of other companies (debit balance)	1,189 00	868 63	320 37
Insurance	1,530 00	7,470 00	9,000 00
Other general expenses	94 54	413 09	507 63
Total	$44,713 61	$131,027 62	$175,741 23
Grand total operating expenses	$371,400 00	$1,831,599 53	$2,203,999 53

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	39,750	749,034	788,784
Number of passengers carried one mile	5,254,416	16,827,880	22,082,296
Number of tons of freight carried	1,705,085	2,087,629	3,792,714
Number of tons of freight carried one mile	226,980,319	211,594,403	438,574,722
Passenger train mileage	.....	.....	595,612
Freight train mileage	.....	.....	1,838,372
All other train mileage	.....	.....	5,605
Total train mileage	.....	.....	2,440,289

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$536,875 44	$371,400 00	$165,475 44
Average per passenger carried	68	47	21
Average per passenger per mile	02431	01682	00749
Average per passenger train per mile	90	62	28
Freight earnings and expenses (including miscellaneous earnings)	3,451,922 32	1,834,599 53	1,617,322 79
Average per ton of freight carried	91	48	43
Average per ton of freight per mile	00909	00503	00406
Average per freight train per mile	1 87	1 00	87

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	1.499	2.295	2.105
Average rate received per mile per ton for carrying freight, all classes	.477	1.112	.786

Description of Road and Equipment.

TRACK.	MILES OWNED.		Miles leased, all in N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Albany to Binghamton, single track	.....	.....	142.59	142.59	142.59
Branches or other roads laid, single track	27.58	31.94	34.83	62.41	66.77
Total single track	27.58	31.94	177.42	205.00	209.36
Second track on main line	.....	.....	69.47	69.47	69.47
Second track on branches or other roads	1.62	1.62	.....	1.62	1.62
Total second track	1.62	1.62	69.47	71.09	71.09
Sidings and turnouts on main line	.....	.....	80.53	80.53	80.53
Sidings and turnouts on branches or other roads	8.22	10.81	5.31	13.53	16.12
Total sidings and turnouts	8.22	10.81	85.84	94.06	96.65
Grand total of tracks, sidings and turnouts	37.42	44.37	332.73	370.15	377.10
Laid with steel rail, main line	.....	.....	212.06	212.06	212.06
Laid with steel rail, branches or other roads	29.20	33.56	34.83	64.03	68.39
Laid with iron rail, main line	.....	.....	80.53	80.53	80.53
Laid with iron rail, branches or other roads	8.22	10.81	5.31	13.53	16.12

Average life of rails—steel, 12 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Schenectady and Duanesburgh	Schenectady	Duanesburgh Junc.	13.79	13.79	Leased	.....	13.79
Cherry Valley, Sharon and Albany	Cobleskill Jct.	Cherry Valley	21.04	21.04	Leased	.....	21.04
Schenectady and Mechanicville	East Glenville	Coons	9.98	9.98	Owned	.....	9.98
Lackawanna and Susquehanna	Nineveh, N. Y.	Jefferson Jct., Pa.	17.65	22.01	Owned	1.62	23.63

BRIDGES.	IN NEW YORK STATE.		ENTIRE LENGTH.	
	Number.	Aggregate length	Number.	Aggregate length
		Feet.		*Feet.*
Iron bridges	108	7,451	113	7,683
Wooden bridges	1	27	1	27
Wooden trestles	9	705	9	705
Total	118	8,183	123	8,415

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Inspection locomotive	1	....	1	$9,715 07	.....	.....	1	.....
Locomotives, 8 drivers	....	3	3		155,[illegible]20	20	.....	.....
Locomotives, 6 drivers	33	78	111		188,000	20	78	11
Locomotives, 4 drivers	1	21	22		150,100	20	22	16
Total	35	102	137	.....	.....	.....	101	27
First class passenger cars	*7	42	35	$4,460 00	43,744	15	35	35
Second class passenger cars	1	1	2	1,500 00	35,000	15	2	2
Baggage, mail and express cars	3	15	18	1,823 25	48,414	15	18	18
Total	*3	58	55	.....	.....	.....	55	55
Box freight cars	602	793	1,395	$490 70	28,000	10	.....	684
Stock freight cars	4	108	104	490 70	20,000	10	.....	4
Coal freight cars	941	6,444	7,385	420 87	24,500	10	.....	2,295
Flat freight cars	191	297	488	490 70	21,500	10	.....	359
Caboose, 4-wheel cars	9	50	59	444 74	10,000	10	.....	.....
Caboose, 8-wheel cars	*1	3	2	443 75	21,000	10	.....	.....
Service cars	....	5	5	841 60	.....	10	.....	.....
Total	1,738	7,700	9,438	.....	.....	.....	.....	3,342

* Credit shown in credit account sales, depreciation, etc.

Passenger cars are equipped with Westinghouse automatic brake, Miller and Gould couplers.
Freight cars with Mark's automatic, Gould standard and Trojan couplers.
All automatic safety switches in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	653.58	657.94
Total assessed value of real estate and personal property of company	$2,580,156 00	$2,580,156 00
Railroads crossing your road at grade	4	4
Railroads crossing your road over or under your grade	3	4
Highway crossings at grade without protection	170	172
Highway crossings at grade protected by gates or flagmen	34	34
Highway crossings over or under your grade	23	24
Overhead obstructions less than twenty feet above track	20	20

Passenger cars are heated by Consolidated Car Heating Company's system. Lighted with mineral seal oil, 300° test, and ventilated by Creamer and Globe ventilators, transoms and elevated roofs.

National Express runs over line. Pays for local freight one and one-half first class tariff rates; between competing points, first class rates; for through freight, twenty-nine cents; also ten per cent of pr fits.

Wagner Palace Car Company runs over road and is paid three cents per mile run for sleeping cars and one cent per mile for drawing-room cars, and the railroad company lubricates and cleans outside of cars. Pullman's Palace Car Company also runs cars over road; is paid three cents per mile run. No additional charge is made by the railroad company.

Wagner Palace Car Company was paid during the year $559.29; Pullman's Palace Car Company was paid during the year $6,257.47.

Mails are transported for the compensation fixed by the government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	147,609	3.89
Grain	171,718	4.53
Meats and provisions	99,833	2.63
Live stock	10,053	.26
Lumber	119,365	3.15
Pig and bar iron and steel	137,581	3.63
Iron or other ores	12,238	.32
Coal and coke	2,139,664	56.42
Petroleum and other oils	35,292	.93
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	45,690	1.20
All other manufactures	199,359	5.26
All other merchandise	53,172	1.40
All other agricultural products	360,218	9.50
All other articles not included above	260,223	6.86
Total	3,792,714	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	3	6
Employes	32	4	36
Others	21	7	28
Total	56	14	70

EMPLOYES.

Average number of persons employed (including officials) during year	2,412
Aggregate amount of salaries and wages paid them	$1,290,731 65

Officers of the Company.

Name.	*Title.*	*Official Address.*
ROBERT M. OLYPHANT	President	New York city.
JAMES ROOSEVELT	Vice-President	New York city.
H. G. YOUNG	Second Vice-President	Albany, N. Y.
F. M. OLYPHANT	Secretary	New York city.
CHARLES A. WALKER	Treasurer	New York city.

Directors of the Company.

Name.	*Residence.*
JAMES ROOSEVELT	Hyde Park, N. Y.
ROBERT M. OLYPHANT	New York city.
WILLIAM H. TILLINGHAST	New York city.
ALFRED VAN SANTVOORD	New York city.
JAMES A. ROOSEVELT	New York city.
ALEXANDER E ORR	Brooklyn, N. Y.
CORNELIUS VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
BENJAMIN BREWSTER	New York city.
JAMES W. ALEXANDER	New York city.
JOHN A. STEWART	New York city.
JAMES R. TAYLOR	Brooklyn, N Y.
HORACE G. YOUNG	Albany, N. Y.

Title of lessee company, Delaware and Hudson Canal Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address S. T. S. Henry, Auditor.

ALBANY AND VERMONT.

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 17, 1859.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	6,000	$600,000	$600,000

Number of stockholders 60

Cost of Road.

Total cost of road up to June 30, 1894 ..... $600,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Received from Delaware and Hudson Canal Company for rent		$20,000 00
Deductions from income, as follows, viz.:		
Rents		800 00
Net income from all sources		$19,200 00
Dividends declared, three per cent. on $600,000 common stock	$18,000 00	
Salaries	100 00	
Sundry expenses	218 63	
		18,318 63
Surplus for year ending June 30, 1894		$881 37

General Income Account.

Surplus for year ending June 30, 1894	$881 37
Surplus up to June 30, 1893	7,179 13
Total surplus June 30, 1894	$8,060 50

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$600,000 00
Current assets, as follows, viz.:	
Cash on hand	8,060 50
	$608,060 50

LIABILITIES.

Capital stock	$600,000 00
Profit and loss (surplus)	8,060 50
	$608,060 50

Description of Road.

	Miles owned, all in N. Y. State.
Main line from Albany to Waterford Junction, single track	12

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOSEPH M. WARREN	President	Troy, N. Y.
GEORGE H. CRAMER	Vice-President	Troy, N. Y.
JOHN H NEHER	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
JOSEPH M WARREN	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
JOHN B GALE	Williamstown, Mass.
GEORGE B. WARREN	Troy, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
C. E DUDLEY TIBBITS	Troy, N. Y.
JOHN I THOMPSON	Troy, N. Y.
LE GRAND B. CANNON	New York city.
EDWARD C. GALE	Troy, N Y.
JAMES A. EDDY	Troy, N. Y.
JAMES B. JERMAIN	Albany, N. Y.
JOHN H. NEHER	Troy, N. Y.

Title of company, Albany and Vermont Railroad Company.
General offices at Troy, N. Y
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address John H. Neher, Treasurer.

ALLEGHENY AND KINZUA.

(Date of charter, February 26, 1890.)

A. D. Scott became receiver of the Allegheny and Kinzua Railroad Company by order of the Supreme Court granted at Special Term, held at the city and county hall, in the city of Buffalo, on the 30th day of September, 1892, in an action then pending in that court, wherein The Allegheny and Kinzua Railroad Company was plaintiff, and Camille Weidenfield and others were defendants, which order was duly filed and entered in the clerk's office of Cattaraugus county October 3, 1892.

The books of the corporation are at the receiver's office in Olean, N. Y., which office is in the care of Frank L. Stowell, the auditor of the railroad company, for the receiver, of whom any further inquiry may be made relating to the corporation or its finances, earnings, expenses, etc

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding	5,000	$500,000

Number of stockholders 36

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Feb. 1, 1890	30	p.c. 5	Feb. & Aug.	$500,000	$285,000	$285,000

Cost of Road and Equipment.

Total cost of road and equipment up to June 30, 1894	$800,642 92

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$30,745 11
Less operating expenses (excluding all taxes)		22,683 68
Gross income from all sources		$8,061 43
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road and on earnings and capital stock	$1,348 99	
Other deduction, payment old accounts	10,597 66	
		11,946 65
Deficit for year ending June 30, 1894		$3,885 22

General Income Account.

Deficit for year ending June 30, 1894	$3,885 22
Surplus up to June 30, 1893	5,893 22
Total surplus June 30, 1894	$2,008 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight	$30,745 11

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track	$5,184 98
Repairs of stations, shops, docks, etc	129 78
Other expenses for maintenance of way and structures	68 84
Total	$5,383 60
Maintenance of equipment:	
Repairs of locomotives	$1,709 95
Repairs of cars	1,309 15
Repairs of machinery and tools	56 65
Other expenses for maintenance of equipment	1 96
Total	$3,077 71
Conducting transportation:	
Wages of conductor and men	$3,689 50
Wages of engineers and firemen	2,796 93
Fuel for locomotives	2,015 69
Oil and waste	266 91
Water supply	68 15
Other train supplies or expenses	43 29
Wages of station agents and clerks	654 74
Station supplies	63 60
Wages of watchmen, flagmen and switchmen	1,051 19
Other expenses for conducting transportation	1,220 20
Total	$11,865 20
General expenses:	
Salaries of general officers and clerks	$1,435 00
General office expenses and supplies	294 10
Stationery and printing	44 25
Legal expenses	405 00
Other general expenses	176 82
Total	$2,357 17
Grand total operating expenses	$23,683 68

Receiver's General Balance Sheet, June 30, 1894.

ASSETS.

Current assets, as follows, viz.:		
Cash on hand	$2,354 53	
Due by agents	831 37	
Open accounts	846 95	
		$4,032 85

LIABILITIES.

Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	$2,024 85
Profit and loss surplus	2,008 00
	$4,032 85

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in New York State.	Entire length.
Main line authorized from Bradford, Pa., to Red House, N. Y.	12	25
Total of branches or other roads, authorized	6	18
Main line laid, first or single track	18	43

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Miles laid with steel rail.
Allegheny and Kinzua	Gilbert, Pa.	Coffee Run	.....	12	12
	Palmer's Summit	Zeeliff, N. Y	6	6	6

EQUIPMENT.	Number owned
Locomotives, 6 drivers	2
Flat freight cars	6
Caboose, 4-wheel cars	1
Log cars	85
Total	92

Freight cars are equipped with hand brake, link and pin coupler.
Split switches are used on line of road.

Miscellaneous Statistics.

ITEM.	In N. Y. Stat .	Entire line.
Total assessed value of real estate and personal property of company	.....	$13,000
Railroads crossing your road over or under grade	4	10

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Lumber	47,118
All other merchandise	7,854
All other articles, not included above	15,706
Total	70,678

EMPLOYES.

Average number of persons employed (including officials) during year	36
Aggregate amount of salaries and wages paid them	$13,269 89

Officers of the Company.

Name.	*Title.*	*Official Address.*
A. D. SCOTT	Receiver	123 Erie Co. Sav. Bk. Bldg., Buffalo, N. Y.
FRANK L. STOWELL	Auditor	Olean, N. Y.

Title of company, Allegheny and Kinzua Railroad Company.
General offices at Olean, N. Y.
For information concerning this report address A. D. Scott, Receiver, 123 Erie County Savings Bank Building, Buffalo, N. Y.

AMSTERDAM, CHUCTANUNDA AND NORTHERN.

LESSOR.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, September 23, 1879.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	200	$20,000

Cost of Road.

	Total cost up to June 30, 1894.
Grading, masonry and ballast	$15,109 81
Rails, land, land damages and fences	4,890 19
Total cost of road	$20,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$20,000 00

LIABILITIES.

Capital stock	20,000 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line, single track, from East Amsterdam to Linseed Oil Works	1.5

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN KELLOGG	President	Amsterdam, N. Y.
LAUREN KELLOGG	Treasurer	Amsterdam, N. Y.
J. ARTHUR BRANNOCK	Secretary	Amsterdam, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN KELLOGG	Amsterdam, N. Y.
JAMES A. MILLER	Amsterdam, N. Y.
GEORGE KELLOGG	Amsterdam, N. Y.
LAUREN KELLOGG	Amsterdam, N. Y.
J. ARTHUR BRANNOCK	Amsterdam, N. Y.
MYRON W. REID	Amsterdam, N. Y.
JOHN CHARLES MILLER	Baldwinsville, N. Y.
JAMES C. MILLER	Amsterdam, N. Y.
GEORGE DAVIS	Galway, N. Y.

Title of company, Amsterdam, Chuctanunda and Northern Railroad Company.
General offices at Amsterdam, N. Y.
Date of stockholders' annual meeting, September 26.
For information as to this report, address John Kellogg, President.

AVON, GENESEO AND MOUNT MORRIS.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 18, 1860.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	2,500	$250,000
Issued for actual cash and now outstanding	2,350	235,000

Cost of Road.	Total cost up to June 30, 1894.
Grading, masonry and ballast	$122,000 00
Bridges	6,340 00
Superstructure (including ties) and rails	64,000 00
Land and land damages	1,836 22
Engine and car h uses	1,604 68
Interest and discount charged to construction	2,494 50
Other items	16,524 00
Total cost of road	$224,800 10

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rentals received from lessee	$13,600 00
Deductions from income, as follows, viz.:	
Dividends 6 per cent.	$13,500 00
Organization expenses	100 00
Total	$13,600 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE W. PHELPS	President	Mt. Morris, N. Y.
HIRAM P. MILLS	Vice-President	Mt. Morris, N. Y.
GEORGE W. PHELPS, JR.	Secretary and Treasurer	Mt. Morris, N. Y.

Directors of the Company.

Name.	*Residence.*
GEORGE ELLWANGER	Rochester, N. Y.
JOSIAH ANST.CE	Rochester, N. Y.
HIRAM P. MILLS	Mt. Morris, N. Y.
HULBERT E. BROWN	Mt. Morris. N. Y.
GEORGE W. PHELPS	Mt. Morris, N. Y.
JAMES W. WADSWORTH	Geneseo, N. Y.
HERBERT WADSWORTH	Avon, N. Y.

Title of company, Avon, Geneseo and Mount Morris Railroad Company.
General offices at Mt. Morris, N. Y.
Date of close of fiscal year, second Tuesday in February.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address George W. Phelps, Jr.

BATH AND HAMMONDSPORT.

(Date of charter, January 17, 1872.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and on account of construction, and now outstanding	1,000	$100,000	$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First mort. bonds.	June 1, 1889	30	5	June 1 & Dec. 1	$100,000	$100,000	$100,000
Second mort. b'ds.	April 1, 1898	30	5	April 1 & Oct. 1	200,000	200,000	200,000
Total					$300,000	$300,000	$300,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast		$81,207 81
Bridges		5,027 81
Superstructure (including ties)	$1,151 98	96,270 81
Rails		32,891 34
Land and land damages		99,351 11
Fences	41 38	4,811 38
Passenger and freight stations		7,434 75
Engine and car houses, shops, machinery and tools	114 05	9,666 41
Fuel and water stations	59 75	654 70
Engineering expenses		7,890 21
Wharfing	49 31	9,740 76
Warehouses		7,400 00
Total cost of road	$1,416 42	$369,346 54
EQUIPMENT.		
Locomotives		$15,098 60
Passenger cars, mail, baggage and express cars		14,758 61
Freight and other cars		2,857 65
Total cost of equipment		$32,714 86
Grand total cost of road and equipment	$1,416 42	$402,061 40

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$34,215 82
Less operating expenses (excluding all taxes)		17,622 22
Net earnings from operation		$16,593 60
Income from other sources, as follows, viz.:		
Rentals of warehouse and machine shop		396 00
Gross income from all sources		$16,989 60
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$15,000 00	
Taxes on property used in operation of road; Taxes on earnings and capital stock; Taxes other than above	1,205 13	
Discount and interest	48 25	
Other deductions	28 92	
		16,282 40
Surplus for year ending June 30, 1894		$707 20

General Income Account.

Surplus for year ending June 30, 1894		$707 20
Surplus up to June 30, 1893	$1,763 82	
Worthless accounts ruled off	505 44	
		1,258 38
Total surplus June 30, 1894		$1,965 58

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$21,401 62	$21,401 62
Passenger, all local	$10,280 50	.....	10,280 50
Mail	501 20	.....	501 20
Express	2,032 50	.....	2,032 50
Total gross earnings	$12,814 20	$21,401 62	$34,215 82

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track, roadbed and bridges	$1,571 55
Repairs of stations, shops, docks, etc	63 84
Total	$1,635 39
Maintenance of equipment:	
Repairs of locomotives	$2,475 24
Repairs of cars	265 29
Total	$2,740 53
Conducting transportation:	
Wages of conductor and men	$1,826 85
Wages of engineers and firemen	1,940 81
Fuel for locomotives	3,154 38
Oil and waste	403 59
Water supply	75 00
Wages of station agents and clerks	1,990 18
Wages for labor at stations	816 57
Station supplies	33 25
Wages of watchmen, flagmen and switchmen	93 90
Other expenses for conducting transportation	45 00
Total	$10,378 53

General expenses:	
Salaries of general officers and clerks	$1,440 00
General office expenses and supplies	153 84
Stationery and printing	239 23
Outside agencies and advertising	172 19
Loss and damage of freight and baggage	285 10
Injuries to persons	208 00
Telegraph maintenance and operation	118 23
Mileage of cars of other companies (debit balance)	156 15
Other general expenses	95 04
Total	$2,867 77
Grand total operating expenses	$17,623 23

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$369,346 54
Cost of equipment		32,714 86
Current assets, as follows, viz.:		
Cash on hand	$1,030 72	
Bills receivable	124 43	
Due by agents	1,988 84	
Open accounts	9,787 62	
		12,931 61
		$414,993 01

LIABILITIES.

Capital stock		$100,000 00
Funded debt		300,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$6,000 00	
Audited vouchers and pay rolls	256 23	
Open accounts	4,271 20	
Loans and bills payable	2,500 00	
		13,027 43
Profit and loss (surplus)		1,965 58
		$414,993 01

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Bath to Hammondsport, single track	10
Sidings and turnouts on main line	1
Grand total of tracks, sidings and turnouts	11
Laid with steel rail, main line	10

Average life of rails — Steel, 20 years; average life of ties, 8 years; weight of rails per yard — steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	1	25
Wooden bridges	12	150
Total	13	175

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	No. equipped w'h patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	2	.....
First class passenger cars	2	2	2
Combination cars	2	2	2
Total	4	4	4
Box freight cars	3	3	.....
Coal freight cars	1	.....	.....
Flat freight cars	1	.....	.....
Total	5	3	.....

Passenger, combination, and box cars are equipped with Westinghouse air brake. Miller coupler used on passenger and combination cars.
Spring point switches in use on road.

Miscellaneous Statistics.

Passenger cars are heated by coal stoves, lighted by lamps and ventilated by side ventilators in roof.
United States and Wells, Fargo & Co. express run over line of road, at 12 cents per 100 lbs. on general merchandise, at 10 cents per 100 lbs. on grapes, butter and eggs.
The mails are carried for a compensation regulated by the United States post-office department, based on weight of mails carried, for a term of years.

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES W. DRAKE	President	32 Nassau street, N. Y. city.
M. F. SHEPPARD	Vice-President	Penn Yan, N. Y.
* T. M. MCDOWELL	Secretary	Penn Yan, N. Y.
FRANK CAMPBELL	Treasurer	Bath, N Y.
H. S. STEBBINS	Manager	Hammondsport, N. Y.
W. C. BAUMES	Auditor	Hammondsport, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES W. DRAKE	New York city.
M. F. SHEPPARD	Penn Yan, N. Y.
FRANK CAMPBELL	Bath, N. Y.
W. W. ALLEN	Bath, N. Y.
D. BAUDER	Hammondsport, N. Y.
H. S. STEBBINS	Hammondsport, N. Y.

Title of company, Bath and Hammondsport Railroad Company.
General offices at Hammondsport, N. Y.
Date of close of fiscal year, June 30
For information concerning this report, address H. S. Stebbins, Manager.

* Deceased.

BOSTON AND ALBANY.

(Date of charter, November 2, 1870.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	300,000	$30,000,000	.....
Issued for actual cash and now outstanding	250,000	25,000,000	$25,129,283 50

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p. c.				
Six per cent. bonds	July 1, 1875	20	6	Jan 1, July 1	$2,000,000	$1,990,000	$2,050,117 50
Five per cent. bonds	April 1, 1882	20	5	April 1, Oct. 1	3,858,000	3,858,000	.....
Four per cent. bonds	Oct. 1, 1893	20	4	Oct. 1, April 1	5,000,000	3,627,000	3,742,580 00
Total	.....	..	..	.....	$10,858,000	$9,475,000	$5,792,697 50

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$6,333,348 95
Bridges	.....	1,182,731 13
Superstructure (including ties and rails)	.....	5,795,293 04
Land, land damages and fences	.....	5,[illegible]73,718 61
Freight stations, fuel and water stations	.....	2,947,617 89
Engine and car houses, shops, machinery and tools	.....	1,293,718 76
Engineering expenses	.....	1,642,298 12
Third and fourth tracks	$200,000 00	200,000 00
Purchase of constructed road	.....	917,675 53
Rivers de branch	.....	231,865 76
Improvements, Springfield	.....	581,735 08
Total cost of road	$200,000 00	$26,299,992 87
EQUIPMENT.		
Locomotives	.....	$1,215,000 00
Passenger cars, mail, baggage and express cars	.....	488,000 00
Freight and other cars	.....	1,442,400 00
Total cost of equipment	.....	$3,145,400 00
Grand total cost of road and equipment	$200,000 00	$29,445,392 87

[Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$8,951,714 73
Less operating expenses (excluding all taxes)		6,000,218 72
Net earnings from operation		$2,951,496 01
Income from other sources, as follows, viz.:		
Rent of buildings	$212,674 71	
Rent of tracks and terminals	8,000 00	
Interest on current balances	17,887 09	
		238,561 80
Gross income from all sources		$3,190,057 81
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$381,410 00	
Rentals	78,000 00	
Taxes on property used in operation of road	235,091 33	
Taxes on earnings and capital stock	484,977 74	
		1,179,479 07
Net income from all sources		$2,010,578 74
Payments from net income, as follows, viz.:		
Dividends declared, 8 per cent. on $25,000,000 common stock		2,000,000 00
Surplus for year ending June 30, 1894		$10,578 74

General Income Account.

Surplus for year ending June 30, 1894	$10,578 74
Surplus up to June 30, 1893	151,114 97
Total surplus June 30, 1894	$161,693 71

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$1,199,377 49			
Freight, local	2,846,728 64	.....	$4,046,106 13	$4,046,106 13
Passengers, through	$1,237,391 86			
Passengers, local	2,626,611 40			
		$3,864,003 26		
Mail		295,884 48		
Express		294,282 14		
Other sources, passenger department		120,547 12		
			.....	4,574,717 00
Miscellaneous, as follows, viz.:				
Elevators, etc	$198,711 95			
Gravel	132,179 65			
		.....	330,891 60	330,891 60
Total gross earnings		$4,574,717 00	$4,376,997 73	$8,951,714 73

OPERATING EXPENSES.

Maintenance of way and structures:				
Repairs of track		$77,472 50	$84,010 66	$161,483 16
Steel rails laid, 15,474 tons, cost	$168,308 00			
Partly worn steel rails, relaid, 7,000 tons, cost	49,000 00			
		101,907 84	110,400 16	212,308 00
Repairs of roadbed		314,907 36	341,150 51	656,057 87
Repairs of bridges (including culverts and cattle guards)		156,859 20	169,939 92	326,799 12
Repairs of stations, shops, docks, etc		40,796 16	44,197 09	84,993 25
Repairs of fences, road crossings, cattle guards		52,911 84	57,321 68	110,233 52
Total		$744,854 90	$807,020 02	$1,551,874 92

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$124,115 68	$134,250 85	$258,366 53
Repairs of cars	164,436 93	221,927 57	386,364 50
Repairs of machinery and tools	1,476 96	1,600 39	3,077 35
Total	$290,029 57	$357,778 81	$647,808 38
Conducting transportation:			
Wages of conductors and men	$316,214 56	$394,093 88	$710,307 44
Wages of engineers and firemen	255,133 44	276,395 03	531,528 47
Fuel for locomotives	335,668 32	363,641 32	699,309 64
Oil and waste	28,397 76	30,765 12	59,162 88
Water supply	16,207 68	17,558 75	33,766 43
Other train supplies or expenses	64,531 13	4,974 62	69,505 75
Wages of station agents and clerks	110,316 96	119,510 81	229,827 77
Wages for labor at stations	198,453 60	214,991 59	413,445 19
Station supplies	43,865 76	47,522 20	91,387 96
Wages of watchmen, flagmen and switchmen	102,825 12	111,394 48	214,219 60
Other expenses for conducting transportation	2,400 00	41,898 27	44,298 27
Total	$1,474,014 33	$1,622,745 07	$3,096,759 40
General expenses:			
Salaries of general officers and clerks	$80,605 44	$87,323 26	$167,928 70
General office expenses and supplies	3,067 68	3,323 79	6,391 47
Stationery and printing	16,713 12	18,106 71	34,819 83
Outside agencies and advertising	7,272 96	7,879 95	15,152 91
Legal expenses	9,697 44	10,505 80	20,203 24
Loss and damage of freight and baggage	29,205 12	31,639 27	60,844 39
Damage to cattle and property	2,525 28	2,736 12	5,261 40
Injuries to persons	173,110 23	30,706 18	203,816 41
Telegraph maintenance and operation	11,991 36	12,990 64	24,982 00
Mileage of cars of other companies (debit balance)	.....	92,735 90	92,735 90
Other general expenses	20,303 04	51,336 73	71,639 77
Total	$354,491 67	$349,284 35	$703,776 02
Grand total operating expenses	$2,863,390 47	$3,136,828 25	$6,000,218 72

General Balance Sheet June 30, 1894.

ASSETS.

Cost of road		$26,299,992 87
Cost of equipment		3,145,400 00
Other permanent investments, as follows, viz.:		
Stock of other companies	$475,485 00	
Real estate	1,078,089 38	
Special equipment	627,000 00	
		2,180,574 38
Current assets, as follows, viz.:		
Cash on hand	$2,738,207 38	
Bills receivable	292,000 00	
Open accounts	752,567 68	
Materials and supplies	544,009 82	
Trustees improvement fund	2,046,988 41	
		6,373,773 29
		$37,999,740 54

LIABILITIES.

Capital stock		$25,000,000 00
Funded debt		9,475,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt and rentals due and accrued	$145,865 00	
Dividends unpaid	501,868 00	
Open accounts	323,117 19	
Loans and bills payable	480,500 00	
Sundries, rentals due July 1	37,500 00	
Improvement fund	1,614,133 49	
Ware river sinking fund	132,849 92	
Premium account	127,208 23	
		3,363,046 83
Profit and loss (surplus)		161,693 71
		$37,999,740 54

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	1,181,667	10,970,433	12,152,100
Number of passengers carried one mile	60,975,884	154,468,933	215,444,817
Number of tons of freight carried	1,051,298	2,849,474	3,900,772
Number of tons of freight carried one mile	283,403,912	145,193,846	428,596,758
Passenger train mileage	.....	.....	3,287,898
Freight train mileage	.....	.....	3,309,334
All other train mileage	.....	.....	269,373
Total train mileage	.....	.....	6,866,605

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$4,574,717 00	$2,863,390 47	$1,711,326 53
Average per passenger carried	3764	2356	1408
Average per passenger per mile	0212	0133	0079
Average per passenger train per mile	1 3914	8709	5205
Freight earnings and expenses (including miscellaneous earnings)	4,376,997 73	3,136,828 25	1,240,169 48
Average per ton of freight carried	1 1221	8042	3179
Average per ton of freight per mile	0102	0073	0029
Average per freight train per mile	1 3225	9479	3747

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	2.029	1.70	1.811
Average rate received per mile per ton for carrying freight, all classes	.68	1.46	.94

Description of Road and Equipment.

TRACK.	MILES OWNED. Length in N. Y. State.	MILES OWNED. Entire length.	Miles leased, entire length outside of N. Y. State.	TOTAL MILES. Length in N. Y. State.	TOTAL MILES. Entire length.
Main line authorized from Boston to Albany	39.30	201.65	.....	39.30	201.65
Total of branches or other roads authorized	17.33	103.90	83.13	17.33	187.03
Total single track	56.63	305.55	83.13	56.63	388.68
Second track on main line	39.30	201.65	.....	39.30	201.65
Second track on branches or other roads	1	16	.....	1	16
Total second track	40.30	217.65	.....	40.30	217.65
Third track on main line	.....	16 83	.....	.....	16.83
Fourth track on main line	.....	16.81	.....	.....	16.81
Total third and fourth tracks	.....	33 64	.....	.....	33.64
Sidings and turnouts on main line	27.69	180.85	.....	27.69	180.85
Sidings and turnouts on branches or other roads	7.22	55.61	17.41	7.22	73.02
Total sidings and turnouts	34.91	236.46	17.41	34.91	253.87
Grand total of tracks, sidings and turnouts	131.84	793.30	100.54	131.84	893.84
Laid with steel rail, main line	78.60	436.94	.....	78.60	436.94
Laid with steel rail, branches or other roads	18.33	119.47	82.53	18.33	202.00
Laid with iron rail, branches or other roads	.....	.43	.60	.....	1.03

Average life of rails—steel, 10 years; iron, 3 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 95 lbs.; minimum, 63 lbs.; iron, maximum, 63 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Newton Highlands	Boston	Riverside	.....	9.89	Owned.	9.89	19.78	.....
Grand Junction	Cottage Farm.	East Boston	.....	9.45	Owned.	5.11	14.56	.....
Newton Lower Falls	Riverside	Newt'n L. Falls	.....	1.09	Owned.	.....	1.09	.....
Saxonville	Natick	Saxonville	.....	3.70	Owned.	.....	3.70	.
Milford	S. Framingham	Milford	.....	12	Owned.	.....	12	.....
Millbury	Millbury Junc.	Millbury	.....	3	Owned.	.....	3	.....
Spencer	South Spencer	Spencer	.....	2.18	Owned.	.....	1.75	.43
Athol	Springfield	Athol	.....	45.26	Owned.	.....	45.26	.....
Hudson and Chatham.	Chatham	Hudson	17.33	17.33	Owned.	1	18.33	.....
			17.33	103.90	.....	16	119.47	.43
Providence, Webster & Springfield	Webster Junc.	Webster	.....	11.23	Leased.	.....	11.23	.....
North Brookfield	E. Brookfield	N. Brookfield	.....	4	Leased.	.....	3.40	.60
Ware River	Palmer	Winchendon	.....	49.35	Leased.	.....	49.35	.....
Pittsfield & No. Adams	Pittsfield	North Adams	.....	18.55	Leased.	.....	18.55	.....
			.....	83.13	.....	.....	82.53	.60

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Stone bridges	8	161	45	1,375.23
Iron bridges	24	1,844	176	11,885.26
Wooden bridges	.....	.....	12	818.36
Wooden trestles	.....	.....	10	3,342.65
Total	32	2,005	243	17,422.19

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	50	205,800	50	11
Locomotives, 6 drivers	17	198,450	9	6
Locomotives, 4 drivers	179	174,300	151	108
Total	246	.....	210	125
First class passenger cars	306	103,730	306	306
Baggage, mail and express cars	56	57,270	56	56
Total	362	.....	362	362
Box freight cars	3,886	28,200	2,519	3,694
Stock freight cars	54	27,975	29	36
Coal freight cars	2,257	27,000	577	1,635
Flat freight cars	731	20,570	69	538
Caboose, 4-wheel cars	77	15,200	.....	56
Caboose, 8-wheel cars	8	25,600	.....	4
Service cars	237	.....	59	31
Total	7,250	.....	3,253	5,994

Passenger and freight cars on road are equipped with Westinghouse brake, Miller, Trojan, Gould, Thermond and Dowling couplers.

Tyler and split-rail switches in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade	2	17
Railroads crossing road over or under grade	.....	4
Highway crossings at grade without protection	42	210
Highway crossings at grade protected by gates or flagmen	14	91
Highway crossings over or under grade	24	165
Overhead obstructions less than eighteen feet above track	10	63

Passenger cars are heated by steam, lighted by oil, 300', and gas, and ventilated by windows in roof.

Adams Express Company runs over line and pays a fixed charge for a certain amount of space, and any excess is charged at a fixed rate.

Wagner Palace Car Company runs its cars over the road. No contract and no revenue therefrom.

Red, White, Midland, Blue and Milwaukee and Michigan lines do business over road and use company's cars. The Merchants' Despatch Transportation Company runs over road and uses its own cars. No preference given.

Rate for transportation of mails made by United States government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	240,781
Grain	408,127
Meats and provisions	81,701
Live stock	290,107
Lumber	80,785
Pig and bar iron and steel	98,336
Iron or other ores	111,434
Coal and coke	837,127
Petroleum and other oils	97,207
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	184,302
All other manufactures	300,297
All other merchandise	317,985
All other agricultural products	237,300
All other articles not included above	399,283
Total	3,900,772

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	21	3	24
Others	9	1	10
Total	30	4	34

EMPLOYES.

Average number of persons employed (including officials) during year	5,902
Aggregate amount of salaries and wages paid them	$3,526,927 62

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLIAM BLISS	President	Boston, Mass.
EDWARD D. HAYDEN	Vice-President	Boston, Mass.
WALTER H BARNES	General Manager	Boston, Mass.
SAMUEL HOAR	General Counsel	Boston, Mass.
CHAS. E. STEVENS	Treasurer	Boston, Mass.
FRANK H RATCLIFFE	Assistant Treasurer	Boston, Mass.
WILLIAM R. ROBESON	General Superintendent	Springfield, Mass.
ARTHUR MILLS	General Traffic Manager	Boston, Mass.
HENRY B CHAPIN	General Freight Agent	Boston, Mass.
HAMILTON PERKINS	Assistant General Freight Agent	Boston, Mass.
ARTHUR S. HANSON	General Passenger Agent	Boston, Mass.
MYRON E. BARBER	Auditor	Boston, Mass.
GEO. B. GRIGGS	Ticket Auditor	Boston, Mass.
JOSEPH C. MILLER	Freight Auditor	Boston, Mass.
WM. H. RUSSELL	Engineer	Springfield, Mass.
WALTER SHEPARD	Assistant Engineer	Boston, Mass.
WILLIAM H. TAFT	Acting Supt Motive Power	Boston, Mass.
FITCH D. ADAMS	Master Car Builder	Boston, Mass.
ALBERT HOLT	Paymaster	Boston, Mass.

Directors of the Company.

Name.	*Residence.*
WILLIAM BLISS	Boston, Mass.
JOHN CUMMINGS	Woburn, Mass.
ZENAS CRANE	Dalton, Mass.
EDWARD L DAVIS	Worcester, Mass.
CHAUNCEY M. DEPEW	New York.
EDWARD D. HAYDEN	Woburn, Mass.
EDWARD B. GILLETT	Westfield, Mass.
SAMUEL HOAR	Concord, Mass.
MOSES KIMBALL	Brookline, Mass.
JACOB C. ROGERS	Peabody, Mass.
JAMES A. RUMRILL	Springfield, Mass.
CHARLES S. SARGENT	Brookline, Mass.
JOHN P. SPAULDING	Boston, Mass.

Title of company, Boston and Albany Railroad Company.
General offices at Boston and Springfield.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, September 26, 1894.
For information concerning this report, address M. E. Barber, Auditor, Boston, Mass.

BROOKLYN, BATH AND WEST END.

(Date of charter, January 22, 1879.)

For history of organization, etc., see Report of 1893.
This road is now being operated by electricity.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	10,000	$1,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First mortgage bonds, series A..	Jan. 1, 1907	10-20	5	Jan. & July	$250,000	$250,000	$250,000
First mortgage bonds, series B..	Jan. 1, 1916	20	5	April & Oct.	250,000	250,000	.....
Second mortgage bonds, series ...	June 1, 1911	20	5	June & Dec.	100,000	52,000	.....
General mortgage bonds.....	Oct. 1, 1933	40	5	April & Oct.	1,000,000	448,000	448,000
Real estate mortgages.....	.....	....	5&6	.....	.....	37,983	37,983
Total	.....	....	....	.....	$1,600,000	$1,037,983	$735,983

Cost of Road and Equipment.

ROAD.

Cost of road up to June 30, 1893.....	$1,130,403 90
Additions or betterments during year ending June 30, 1894.....	512,037 18
Total cost of road	$1,642,441 08

EQUIPMENT.

Cost of equipment up to June 30, 1893	$108,270 97
Electric motor cars and fixtures, added during year ending June 30, 1894.....	177,832 06
Total cost of equipment.....	$286,103 03
Grand total cost of road and equipment	$1,928,544 11

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Roadbed, superstructure and rails, cost of changing from steam power to electricity	$512,037 18
Motor cars and fixtures: Purchase of new electric cars, motors and fixtures	177,832 06
Total	$689,869 24

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$107,304 89
Less operating expenses (excluding all taxes)		86,716 79
Net earnings from operation		$20,588 10
Income from other sources, as follows, viz.:		
News privilege	$1,749 96	
Rent of real estate	2,945 29	
		4,695 25
Gross income from all sources		$25,283 35
Deductions from income, as follows, viz.:		
Interest on funded debt, accrued	$33,826 31	
Rentals, real estate	394 86	
Taxes on property used in operation of road	5,341 96	
Taxes on earnings and capital stock	550 23	
		40,113 36
Deficit for year ending June 30, 1894		$14,830 01

General Income Account.

Deficit for year ending June 30, 1894	$14,830 01
Deficit up to June 30, 1893	96,929 90
Old accounts of liabilities incurred prior to June 30, 1893, charged off	8,526 16
Total deficit June 30, 1894	$120,286 07

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$559 25	$559 25
Passengers, all local	$105,051 34	.....	105,051 34
Mail	900 00	.....	900 00
Express	794 30	.....	794 30
Total gross earnings	$106,745 64	$559 25	$107,304 89

OPERATING EXPENSES.

Repairs of roadbed and track	$6,704 83
Repairs of buildings and fixtures	3,600 69
Repairs and renewals of cars, motors and other vehicles	8,164 26
Salaries of general officers and clerks	6,989 55
Wages of conductors and motormen	24,548 59
Wages of watchmen, starters, switchmen, rodmen, etc.	9,802 90
Light and fuel other than at power house	296 10
Water tax	61 41
Damages to persons and property	2,010 59
Legal expenses	1,400 00
Advertising, printing and office expenses	4,760 71
Insurance	2,300 34
Removal of snow and ice	382 79
Power	13,443 94
Miscellaneous transportation	1,651 50
Heating cars	340 50
Inspectors	208 10
Total operating expenses	$86,716 79

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,642,441 08
Cost of equipment		286,108 08
Current assets, as follows, viz.:		
Cash on hand	$50 00	
Open accounts	10,085 00	
Materials and supplies	703 38	
Prepaid account	3,898 04	
		14,736 42
Profit and loss (deficiency)		120,286 07
		$2,063,566 60

LIABILITIES.

Capital stock		$1,000,000 00
Funded debt		1,000,000 00
Real estate mortgages		37,933 00
Current liabilities, as follows, viz.:		
Interest on funded debt accrued	$10,941 80	
Audited vouchers and pay rolls	1,170 99	
Open accounts	14,170 81	
		25,583 60
		$2,063,566 60

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,545,545
Number of passengers carried one mile	8,098,650
Number of tons of freight carried	299¼
Number of tons of freight carried one mile	2,208
Train mileage	889,551

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$107,304 89	$86,716 79	$20,588 10
Average per passenger carried	0694	0561	0133
Average per passenger per mile	0053	0043	001
Average per passenger train per mile	13	105	025

ITEM.

	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first class	1.5

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Brooklyn to Coney Island, single track	6.64
Second track on main line and branches	3.92
Sidings and turnouts on main line and branches	2.72
Grand total of tracks, sidings and turnouts	13.28

Weight of rails per yard — steel, maximum, 58 lbs.; gauge of track, 4 feet 8½ inches.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	2	148

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Aggregate cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	$7,000 00	60,000	20	7	.....
First class passenger cars	12	$3,000 00	20,000	15	12	12
First class passenger cars, open	38	2,000 00	7,000	10	38	28
Baggage, mail and express cars	2	2,000 00	8,000	8	2	.....
Total	52	.....	.....	.....	52	40
Box freight cars	2	$500 00	16,000	10	2	.....
Flat cars	2	.....	.....	.....	2	.....
Service cars	10	180 00	5,000	8	.....	.....
Total	14	.....	.....	.....	4	.....

Box cars not motors, 10; open cars not motors, 58; motor cars, 15.
Eames vacuum brake and Cowell automatic coupler and buffer on passenger cars.
All point switches in use.
The above equipment is not in use at present.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	6.09
Railroads crossing road at grade	2
Railroads crossing over or under grade	1
Highway crossings at grade protected by gates or flagmen	11

Passenger cars are heated by Spear heaters, lighted by Centre kerosene lamps, and ventilated by patent top ventilators.

Remsen's Express Company paid 40 per cent. on gross receipts during July, August and September, 1893, and $5.50 per car load from May 19 to June 30, 1894. No express in winter.

The United states government pays for transportation of mails $900 per year.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour and grain	71	23 70
Meats and provisions	22	7.34
Lumber	71	23.75
Iron or other ores	70	23.37
Petroleum and other oils	5	1.55
All other manufactures	60	20.29
Total	229	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	4	.....	4
Employes	1	.....	1
Others	1	1	2
Total	6	1	7

EMPLOYES.

Average number of persons employed (including officials) during year..... 171

Officers of the Company.

Name.	Title.	Official Address.
BENJAMIN MORTON.....	President.....	Atlantic and Third aves., Brooklyn.
BENJAMIN FRICK.....	Secretary and Treasurer...	Atlantic and Third aves., Brooklyn.
D. J. QUINN.....	Superintendent	Atlantic and Third aves., Brooklyn.

Directors of the Company.

Name.	Residence.
BENJAMIN MORTON.....	Brooklyn, N. Y.
BENJAMIN FRICK.....	Brooklyn, N. Y.
WILLIAM M. TOBIAS	Brooklyn, N. Y.
J. S. BROKAW.....	Brooklyn, N. Y.
I. P. ILLESLEY	Philadelphia, Pa.
C. FORD STEVENS.....	Philadelphia, Pa.
R. W. MURRAY.....	New York city.
C. C. HOWARD.....	New York city.
F. W. SCHRAM.....	New York city.

Title of company, Brooklyn, Bath and West End Railroad Company.
General offices at Atlantic and Third avenues, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Thursday in November.
For information concerning this report, address Benjamin Frick, Secretary and Treasurer.

BROOKLYN AND BRIGHTON BEACH.

(Date of charter, September 2, 1887.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and on account of construction and now outstanding.....	5,000	$500,000	5,000	$500,000	$1,000,000

Number of stockholders..... 48

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
mortgage b'ds	Sept. 1, 1887	40	p.c. 5	Sept. 1, 1927	$500,000	$500,000	$498,884 66

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$284,593 98
Bridges	.....	19,774 83
Superstructure (including ties)	.....	98,807 24
Rails	.....	75,308 97
Land	.....	549,220 88
Fences	$44 50	18,904 93
Passenger and freight stations	.....	48,183 99
Engine and car houses	.....	14,296 74
Shops, machinery and tools	.....	1,008 75
Fuel and water stations	.....	3,721 80
Engineering expenses	.....	15,975 71
Interest and discount charged to construction	.....	1,115 34
Legal expenses	.....	4,055 77
Office furniture	.....	800 00
Telegraph line	.....	3,965 07
Hotel furniture	.....	25,000 00
Buildings and grounds	5,742 54	399,842 30
Water mains at Coney Island	.....	1,000 00
Total cost of road	$5,787 04	$1,580,971 30
EQUIPMENT.		
Locomotives	.....	$44,661 32
Passenger cars	.....	62,539 65
Freight and other cars	.....	3,655 63
Total cost of equipment	.....	$110,856 60
Grand total cost of road and equipment	$5,787 04	$1,691,827 90

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Fences	$44 50
Bulkhead to protect depot grounds at Brighton Beach	5,742 54
Total	$5,787 04

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$91,183 50
Less operating expenses (excluding all taxes)		66,937 37
Net earnings from operation		$24,246 13
Income from other sources, as follows, viz.:		
Telegraph line		500 00
Gross income from all sources		$24,746 13
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$25,000 00	
Taxes on property used in operation of road	4,418 08	
Taxes on earnings and capital stock	470 90	
Taxes other than above	11,271 35	
Other interest	17,914 79	
		59,075 12
Deficit from operation of road		$34,328 99
Expenses of terminal property		32,576 42
Deficit for year ending June 30, 1894		$66,905 41

General Income Account.

Deficit for year ending June 30, 1894	$66,905 41
Deficit up to June 30, 1893	202,747 15
Total deficit June 30, 1894	$269,652 56

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$1,730 05	$1,730 05
Passengers, all local	$89,353 45	.....	89,353 45
Express	100 00	.....	100 00
Total gross earnings	$89,453 45	$1,730 05	$91,183 50

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$6,051 46	.....	$6,051 46
Repairs of bridges (including culverts and cattle guards)	39 23	.....	39 23
Repairs of stations, shops, docks, etc.	667 92	.....	667 92
Repairs of fences	26 50	.....	26 50
Other expenses for maintenance of way and structures	418 53	.....	418 53
Total	$7,203 64	.....	$7,203 64
Maintenance of equipment:			
Repairs of locomotives	$3,965 20	.....	$3,965 20
Repairs of cars	2,964 69	.....	2,964 69
Total	$6,929 89	.....	$6,929 89
Conducting transportation:			
Wages of conductors and men	$4,475 54	$89 10	$4,564 64
Wages of engineers and firemen	5,003 97	95 95	5,099 92
Fuel for locomotives	14,306 83	158 35	14,465 18
Oil and waste	688 93	9 90	698 83
Water supply	300 90	.....	300 90
Wages of station agents and clerks	3,758 36	.....	3,758 36
Station supplies	913 75	.....	913 75
Wages of watchmen, flagmen and switchmen	4,936 26	6 88	4,943 14
Other expenses for conducting transportation	278 00	.....	278 00
Total	$34,662 54	$360 18	$35,022 72
General expenses:			
Salaries of general officers and clerks	$11,510 00	.....	$11,510 00
General office expenses and supplies	411 38	.....	411 38
Stationery and printing	794 97	.....	794 97
Outside agencies and advertising	701 05	.....	701 05
Legal expenses	2,682 25	.....	2,682 25
Injuries to persons	375 00	.....	375 00
Other general expenses	1,306 47	.....	1,306 47
Total	$17,781 12	.....	$17,781 12
Grand total operating expenses	$66,577 19	$360 18	$66,937 37

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,580,971 30
Cost of equipment		110,856 60
Current assets, as follows, viz.:		
Cash on hand	$1,628 00	
Open accounts	1,753 45	
Materials and supplies	1,750 00	
Insurance	1,532 48	
		6,663 93
Profit and loss (deficiency)		269,652 56
		$1,968,144 39

LIABILITIES.

Capital stock		$1,000,000 00
Funded debt		500,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$8,333 33	
Open accounts	131,461 11	
Loans and bills payable	336,349 95	
		468,144 39
		$1,968,144 39

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	789,082
Number of passengers carried one mile	5,523,294
Number of tons of freight carried	12,[illegible]14
Number of tons of freight carried one mile	84,798
Passenger train mileage	127,694
Freight train mileage	3,740
All other train mileage	7,944
Total train mileage	139,308

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$89,453 45	$66,577 19	$22,876 26
Average per passenger carried	113371	084378	028993
Average per passenger per mile	016196	012054	004142
Average per passenger train per mile	7010	5217	1793
Freight earnings and expenses (including miscellaneous earnings)	1,730 05	360 18	1,369 87
Average per ton of freight carried	1428	0297	1131
Average per ton of freight per mile	0204	0042	0162
Average per freight train per mile	4625	0952	3673

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only	
Average rate received per mile for carrying passengers, first class	1.6196
Average rate received per mile, per ton, for carrying freight, all classes	2.04

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.
Main line from Atlantic avenue to Brighton Beach (Coney Island), single track	7.50
Second track on main line	7.50
Sidings and turnouts on main line	2.86
Grand total of tracks, sidings and turnouts	17.86
Laid with steel rail, main line	15.50

Average life of rails — steel, 20 years; average life of ties, 5 years; weight of rails per yard — steel, 55 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	9	1,550
Wooden bridges	2	175
Wooden trestles	1	100
Total	12	1,825

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	8	6,400	5	8	.....
First class passenger cars	42	25,000	.....	42	42
Baggage, mail and express cars	2	25,000	.....	2	2
Total	44	.....	.....	44	44
Box freight cars	1	16,000	5	.....	1
Flat freight cars	6	15,000	2	.....	.....
Service cars	1	15 000	2	.....	.....
Total	8	.....	.....	.....	1

Westinghouse and Eames vacuum brake and Miller buffer coupler in use on passenger cars. Horton split switches on line of road.

Miscellaneous Statistics.

ITEM.	Entire line of N. Y. State.
Telegraph owned and operated by company	8.5
Highway crossings at grade protected by gates or flagmen	18
Overhead obstructions less than twenty feet above track	11

Passenger cars are heated by steam, lighted with oil and ventilated by Creamer patent ventilators.

Westcott's Express Company runs over line at $100 per year.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Meat and provisions	7
Lumber	57
Coal and coke	118
Petroleum and other oils	17
All other agricultural products	1,694
All other articles not included above	10,220
Total	12,114

NUMBER OF ACCIDENTS.

	Injured.	Total.
Total passengers	2	2

EMPLOYES.

Average number of persons employed (including officials) during year	71
Aggregate amount of salaries and wages paid them	$29,876 06

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES JORDAN	President	44 Court St., Brooklyn, N. Y.
EDWARD L. LANGFORD	Secretary and treas.	44 Court St., Brooklyn, N. Y.
WM. FINLEY	Superintendent	44 Court St., Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
JAMES JORDAN	Brooklyn, N. Y.
AARON S. ROBBINS	Brooklyn, N. Y.
WM. MARSHALL	Brooklyn, N. Y.
ABRAHAM B. BAYLIS	Brooklyn, N. Y.
GEORGE I. MURPHY	Brooklyn, N. Y.
URIEL A. MURDOCK	New York city.
EDWARD L. LANGFORD	Brooklyn, N. Y.

Title of company, Brooklyn and Brighton Beach Railroad Company.
General offices at 44 Court street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in September.
For information concerning this report, address Edward L. Langford, Secretary and Treasurer.

BROOKLYN AND ROCKAWAY BEACH.

(Date of charter, December 4, 1868.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,000	$150,000	$150,000

Number of stockholders 10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Consolidated mtge	April 28, 1891	40	p.c. 6	May and Nov.	$350,000	$300,000	$300,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Engineering expenses	$1,018 90	$1,018 90
Interest and discount charged to construction	1,825 30	1,825 30
Road built by contract	115,000 00	115,000 00
Sundries	3,106 86	3,106 86
Cost of road up to June 30, 1893	.....	353,540 97
Total cost of road	$120,951 06	$474,492 03
EQUIPMENT.		
Locomotives, passenger cars, mail, baggage and express cars, freight and other cars	.....	$68,410 39
Total cost of equipment	.....	$68,410 39
Grand total cost of road and equipment	.....	$542,902 42

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$68,333 59
Less operating expenses (excluding all taxes)		48,229 04
Gross income from all sources		$20,104 55
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$17,205 00	
Taxes on property used in operation of road, and all other taxes,	2,122 96	
		19,327 96
Surplus for year ending June 30, 1894		$776 59

General Income Account.

Surplus for year ending June 30, 1894	$776 59
Surplus up to June 30, 1893	105,328 98
Total surplus June 30, 1894	$106,105 57

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local	$313 00
Passengers, all local	60,402 45
Miscellaneous, as follows, viz. :	
Tolls	468 14
Miscellaneous receipts	400 00
Rental, income account	6,850 00
Total gross earnings	$68,333 59

OPERATING EXPENSES.

Maintenance of way and structures :	
Repairs of track	$356 56
Repairs of roadbed	697 96
Repairs of bridges (including culverts and cattle guards)	35 07
Repairs of stations, shops, docks, etc	1,497 36
Repairs of fences	507 31
Other expenses for maintenance of way and structures	125 12
Total	$3,220 38
Maintenance of equipment :	
Repairs of locomotives	$1,735 40
Repairs of cars	2,559 41
Repairs of machinery and tools	108 15
Other expenses for maintenance of equipment	7 50
Total	$4,410 46
Conducting transportation :	
Wages of conductor and men	$2,182 94
Wages of engineers and firemen	3,535 48
Fuel for locomotives	6,305 85
Oil and waste	294 70
Water supply	571 85
Other train supplies or expenses	342 14
Wages of station agents and clerks	2,198 97
Wages for labor at stations	12 00
Station supplies	126 22
Wages of watchmen, flagmen and switchmen	2,031 86
Other expenses for conducting transportation	799 80
Miscellaneous	335 98
Total	$18,957 74

General expenses:

Expenses of operating ferry	$7,267 88
Salaries of general officers and clerks	4,179 75
General office expenses and supplies	62 45
Stationery and printing	1,076 63
Outside agencies and advertising	1,056 45
Legal expenses	1,586 75
Incidentals	805 06
Electric lighting	769 95
Injuries to persons	34 00
Telephone service	216 95
Police and parks	441 92
Rents paid	500 00
Music account	1,229 69
Insurance	1,754 82
Maintenance land and buildings	383 16
Other expenses	185 00
Total	$14,372 58
Grand total operating expenses	$48,219 04

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$474,499 08
Cost of equipment		68,410 39
Current assets, as follows, viz.:		
Cash on hand	$12,377 58	
Open accounts	44,045 36	
Materials and supplies	500 00	
Sundries	317 10	
Rents due	5,295 27	
Suspense account	4,785 58	
		67,320 89
		$610,228 31

LIABILITIES.

Capital stock		$150,000 00
Funded debt		300,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$3,000 00	
Dividends unpaid	9,000 00	
Audited vouchers and pay rolls	5,602 22	
Open accounts, Kings County Elevated Railway	1,015 52	
Loans and bills payable	35,500 00	
		54,117 74
Profit and loss (surplus)		106,105 57
		$610,228 31

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	625,678
Number of tons of freight carried	4,470

Description of Road and Equipment.

TRACK.	Miles owned, al in N. Y. State.
Main line authorized from east New York to Canarsie Pier in Jamaica Bay, single track	3.2
Second track on main line	2.743
Sidings and turnouts on main line	.2
Grand total of tracks, sidings and turnouts	6.143
Laid with steel rail, main line	6.143

Weight of rails per yard — steel, maximum, 56 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and coal ashes.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	1	60

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	$6,000	40,000	3	3
First class passenger cars	17	$1,500	.....	.....	.....
Flat freight cars	4	.....	.....	.....	.....

Eames' vacuum brakes and patent couplers on passenger cars.
Patent tongue-switch only in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroad crossing over road or under grade (Fulton Elevated Ry.)	1

All important crossings are protected by flagmen during the summer season and at two most important crossings by gates.

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by windows in sides and roof of closed cars, but most of cars are open cars for summer use only.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Lumber	600
Coal and coke	3,790
All other agricultural products	86
Total	4,476

Officers of the Company.

Name.	*Title.*	*Official Address.*
HENRY H. ADAMS	President	303 Washington St., Brooklyn, N. Y.
JOSEPH E. PALMER, Jr.	Secretary and Treasurer.	303 Washington St., Brooklyn, N. Y.
JAMES JOURDAN	Executive Committee.	44 Court street, Brooklyn, N. Y.
FELIX CAMPBELL	Executive Committee.	People's Trust Company, Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
HENRY H. ADAMS	1275 Herkimer street, Brooklyn, N. Y.
FELIX CAMPBELL	1315 Pacific street, Brooklyn, N. Y.
JAMES H. FROTHINGHAM	Brooklyn, N. Y.
JAMES JOURDAN	Brooklyn, N. Y.
SETH L. KEENEY	231 Claremont avenue, Brooklyn, N. Y.
THOMAS E. PEARSALL	Brooklyn, N. Y.
H. J. ROBINSON	New York city.

Title of company, Brooklyn and Rockaway Beach Railroad Company.
General offices at 303 Washington street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, June 28.
For information concerning this report, address Joseph E. Palmer, Jr., Secretary and Treasurer.

BUFFALO, BRADFORD AND PITTSBURGH.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter [consolidation], March 4, 1859.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter	Unlimited.	.....
Issued for actual cash and on account of construction and now outstanding	22,864	$2,286,400

Number of stockholders 30

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage bonds	Jan. 1, 1865	31	p.c. 7	Jan. and July	$2,000,000	$580,000	$580,000

Cost of Road.

Details of the original cost of this road are not obtainable. It was defrayed by the issue of bonds and stocks of the two roads consolidating to the contractors for building their respective roads. The cost, therefore, is placed at the par value of such stock and bonds, with the addition of betterments put on since the Erie took possession. The road, however, is responsible for the following, viz.:

Capital stock	$2,286,400 00
Bonds	580,000 00
Advances made for betterments	248,575 97
	$3,114,975 97

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Rails	$148 19
Land	511 50
Total	$659 69

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$3,114,975 97

LIABILITIES.

Capital stock		$2,286,400 00
Funded debt		580,000 00
Advances—Erie Railway Company	$103,564 40	
Advances—New York, Lake Erie and Western Railroad Company	145,011 57	
		248,575 97
		$3,114,975 97

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. LOWBER WELSH	President	Philadelphia, Pa.
A. R. MACDONOUGH	Secretary	21 Cortlandt St., New York city.
EDWARD WHITE	Treasurer	21 Cortlandt St., New York city.

Directors of the Company.

Name.	*Residence.*
J. LOWBER WELSH	Philadelphia, Pa.
W. A. MAY	Scranton, Pa.
DAVID H. JACK	Bradford, Pa.
ABRAM K. JOHNSON	Bradford, Pa.
JOHN KING	New York city.
E. B. THOMAS	New York city.
A. R. MACDONOUGH	New York city.

Title of company, Buffalo, Bradford and Pittsburgh Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in June.
For information concerning this report, address A. R. Macdonough, P. O. box 889, New York city.

BUFFALO CREEK.

LESSOR.

LESSEES — NEW YORK, LAKE ERIE AND WESTERN AND LEHIGH VALLEY RAILROAD COMPANIES.

(Date of charter, January 25, 1869.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	2,500	$250,000	$250,000

Number of stockholders 11

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First mortgage	Jan. 1, 1882	25	6	Jan. & July	$250,000	$250,000	$250,000
Second mortgage	Jan. 1, 1891	50	5	Jan & July	*1,000,000	238,000	.....
Total	.....	..	..	.....	$1,000,000	$488,000	$250,000

* The last authorized issue of $1,000,000 bonds will cover the $250,000 first issued when they become due, so that the total amount authorized will stand at $1,000,000.

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Grading, masonry, ballast and rebuilding bridge abutments	$110,290 63
Bridges	132,318 26
Rails	218,346 67
Land	85,325 47
Engine and car houses	1,757 16
Fuel and water stations	4,010 40
Engineering expenses	7,759 63
Telegraph line	614 24
Extending ship canal	57,841 76
Shore protection (Lake Erie)	42,699 01
Total cost of road	$660,893 23
EQUIPMENT.	
Locomotives	76,037 01
Grand total cost of road and equipment	$736,930 24

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Rental		$44,900 00
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$26,900 00	
General expenses	569 26	
		27,469 26
Net income from all sources		$17,430 74
Payments from net income, as follows, viz.:		
Dividends declared, 7 per cent. on $250,000, common stock		17,500 00
Deficit for year ending June 30, 1894		$69 26

General Income Account.

Deficit for year ending June 30, 1894	$69 26
Surplus up to June 30, 1893	1,576 18
Total surplus June 30, 1894	$1,506 92

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$660,893 23
Cost of equipment	76,037 01
Current assets, as follows, viz.:	
Cash on hand	2,576 68
	$739,506 92
LIABILITIES.	
Capital stock	$250,000 00
Funded debt	488,000 00
Profit and loss (surplus)	1,506 92
	$739,506 92

Officers of the Company.

Name.	*Title.*	*Official Address.*
F. L. DANFORTH	President	Buffalo, N. Y.
WM. H. SAYRE	Secretary and Treasurer	South Bethlehem, Pa.

Directors of the Company.

Name.	*Residence.*
F. L. DANFORTH	Buffalo, N. Y.
JOHN KING	New York city.
WM. LIBBEY	New York city.
JOHN G. MCCULLOUGH	New York city.
JOHN B. GARRETT	Philadelphia, Pa.
WM. H. SAYRE	South Bethlehem, Pa.
* WM. STEVENSON	Sayre, Pa.

Title of company, the Buffalo Creek Railroad Company.
General offices at South Bethlehem, Pa.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in June.
For information concerning this report, address Wm. H. Sayre, Secretary and Treasurer.

BUFFALO ERIE BASIN.

[OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

(Date of charter, July 8, 1876.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	200	$200,000 00
Issued on account of construction and now outstanding	.....	13,508 19

Number of stockholders 13

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$10,008 16
Bridges	3,500 00
Total cost of road	$13,508 19

Description of Road.	Miles owned all in New York State.
TRACK.	
Main line from New York Central and Hudson River Railroad track to Erie Basin dock, single track	.35

The New York Central and Hudson River Railroad Company, for the privilege of passing cars over the tracks to and from the dock for the receipt and delivery of freight, maintains the road

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. TILLINGHAST	Secretary and Treasurer	Buffalo, N. Y.

* Deceased.

Directors of the Company.

Name.	*Residence.*
JAMES TILLINGHAST	Buffalo, N. Y.
C. VANDERBILT	New York.
W. K. VANDERBILT	New York.
F. W. VANDERBILT	New York.
S. F. BARGER	New York.
E. D. WORCESTER	New York.
C. C CLARKE	New York.
C. M. DEPEW	New York.
J. M. TOUCEY	New York.

Title of company, Buffalo Erie Basin Railroad Company.
General offices at Buffalo, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address James Tillinghast.

BUFFALO, NEW YORK AND ERIE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 20, 1857.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	15,000	$1 500,000
Issued for actual cash and now outstanding	9,500	950,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p c	When payable.			
Renewal of first mortgage bonds	June 1, 1876	40	7	June 1 & Dec. 1	$3,380,000	$3,380,000	$3,380,000

Cost of Road and Equipment.

Grand total cost of road and equipment up to June 30, 1894	$3,380,000 00

Income Account for Year Ending June 30, 1894.

Gross income from all sources, as follows, viz.:	
Amount received as rental from lessee	$238,100 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	166,600 00
Net income from all sources	$71,500 00

Payments from net income, as follows, viz.:

Dividends declared, 7 per cent	$66,500 00	
Organization expenses	5,000 00	
		$71,500 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$3,330,000 0
Other permanent investments, as follows, viz.:	
Stock of other companies	1,600 00
Current assets, as follows, viz.:	
Cash on hand	55,750 00
	$3,387,350 00

LIABILITIES.

Capital stock	$950,000 00
Funded debt	2,380,000 00
Current liabilities, as follows, viz.:	
Dividends unpaid	207 50
Bonds, old Corning road not exchanged	1,800 00
Unavailable assets	400 00
Profit and loss (surplus)	54,792 50
	$3,387,350 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line from Buffalo, N. Y., to Corning, N. Y., single track	140

Officers of the Company.

Name.	*Title.*	*Official Address.*
DANIEL N. LOCKWOOD	President	Buffalo, N. Y.
JOHN CLINTON GRAY	Secretary and Treasurer	115 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
THOMAS BROWN, Jr.	Scottsville, N. Y.
D. N. LOCKWOOD	Buffalo, N. Y.
HENRY H. COOK	New York city.
JOHN A. C. GRAY	New York city.
C. H. DANIELS	New York city.
AUGUSTUS FRANK	Warsaw, N. Y.
SAMUEL W. MILBANK	New York city.
HENRY MARTIN	Buffalo, N. Y.
FRANK S. COIT	Buffalo, N. Y.
WILLIAM H. WILLIS	New York city.
SCOTT FOSTER	New York city.
GEORGE P. SAWYER	Buffalo, N. Y.
JOHN CLINTON GRAY	New York city.

Title of company, Buffalo, New York and Erie Railroad Company.
General offices at 115 Broadway, New York city, and Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in August.
For information concerning this report, address John Clinton Gray, Secretary.

BUFFALO, ROCHESTER AND PITTSBURGH.

(Date of charter, March 11, 1887.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter, issued for consolidation and now outstanding	60,000	$6,000,000	60,000	$6,000,000

Grand total of common and preferred stock now outstanding $12,000 00
Number of stockholders 216

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mort bonds...	Feb., 1881	40	6	Feb. & Aug.	$1,300,000	$1,300,000	‡
Income mort. bonds.	Feb , 1881	40	6	Feb. & Aug.	1,870,000	1,870,000	‡
First mort. consol. bds	Dec., 1882	40	†6	Dec. & June	6,500,000	3,920,000	§
General mort. bds..	Sept., 1887	50	5	Sept. & Mar.	10,000,000	4,118,000	$3,970,800
Car trust, ser. No. 7.	June, 1890	10 1-12	5	June & Dec.	225,000	150,000	150,000
Car trust, ser. No 8.	June, 1891	6 1-12	5	June & Dec	117,000	60,000	60,000
Car trust, ser. No. 9.	June, 1891	5 1-12	6	June & Dec.	135,000	81,000	81,000
Car trust, ser. No. 10	June, 1892	10 3-12	5	June & Dec.	470,000	423,000	423,000
Car trust, ser. No. 11.	June, 1894	10 3-12	5	June & Dec.	155,000	155,000	155,000
Real estate mort....	*	.....	5&6	*	314,500	314,500	314,500
Proprietary roads:							
Perry railroad.....	June, 1882	20	7	June & Dec.	20,000	20,000	20,000
Lincoln Park and Charlotte railroad.	Jan., 1889	50	5	Jan. & July	350,000	350,000	350,000
						$12,761,500	
Less income mortgage bonds held by trustees					$1,865,000		
First consolidated mortgage bonds deposited with trustees to redeem outstanding incomes.....					3,000		
						1,868,000	
Total						$10,893,500	

* Various dates. † If earned. ‡ Issued for other securities in the reorganization. § Can not say.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$8,311 36	$196,943 00
Bridges	5,712 29	231,157 36
Superstructure (including ties)	10,749 67	153,434 35
Rails	30,401 74	253,091 06
Land damages	13,868 38	906,135 82
Fences	1,239 25	14,314 51
Passenger and freight stations	22,587 36	52,337 42
Engine and car houses	1,679 95	14,079 18
Shops, machinery and tools	8,418 23	120,609 49
Fuel and water stations	5,692 09	22,953 20
Engineering expenses	.....	7,480 15
Interest and discount charged to construction	.....	127,701 77
Purchase of constructed road	150,449 40	15,583,911 22
Telegraph line	*554 72	21,575 70
Wharfing	11 45	82,294 17
Miscellaneous	909 97	47,980 54
Branches	.....	114,346 70
Total cost of road	$259,476 42	$17,950,168 64
EQUIPMENT.		
Locomotives	$83,861 15	$1,061,696 54
Passenger cars	1,408 00	147,821 98
Mail, baggage and express cars	.....	21,200 00
Freight and other cars	*8,914 15	2,778,824 15
Total cost of equipment	$76,350 00	$4,009,542 68
Grand total cost of road and equipment	$335,826 42	$21,959,711 16

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

ROAD.

Six new iron bridges, one-fourth cost	$5,557 17	
Other bridge betterments	155 12	
		$5,712 29
New station, Bradford	$3,706 72	
New station, DuBois	13,367 49	
Other station betterments	511 15	
		22,587 36
Additions to engine houses, sand houses, etc		1,679 95
New ash pit, Lincoln Park	$2,661 45	
New shop, machinery, etc	5,756 78	
		8,418 23
New section, tool and watch houses	.....	909 97
Station grounds at Bradford	$8,400 00	
Lands, etc., other points	5,468 38	
		13,868 38
Relaying tracks with 80-pound steel rail	.....	17,145 49
Water station, Lincoln Park	$3,165 94	
Water station, other points	2,526 15	
		5,692 09
Sidings and track extensions		22,021 58
Filling trestle, Eagle, N. Y.		1,356 15
Lincoln Park and Charlotte railroad sidings, fillings, trestles, etc		10,160 25
Advanced on purchase of Johnsonburg and Bradford railroad, in Pennsylvania		150,449 40
		$260,031 14
Less 32.44 miles of telegraph wire on poles sold		554 72
		$259,476 42

EQUIPMENT.

Eight locomotives	$83,861 15	
Two hundred and thirty freight cars	115,107 49	
	$198,968 64	
Less 310 freight cars destroyed, wrecked, etc	122,618 64	
		76,350 00
Total		$335,826 42

* Credit.

Income Account for the Year Ending June 30, 1894.

Gross earnings from operation			$2,664,870 52
Less operating expenses (excluding all taxes)			1,853,236 02
Net earnings from operation			$811,634 50
Income from other sources, as follows, viz.:			
Rents		$3,750 30	
Interest on balances		33,193 75	
Accrued interest from sale of car trusts and general mortgage bonds,		2,569 44	
Sundry miscellaneous items		74 73	
			39,588 22
Gross income from all sources			$851,222 72
Deductions from income, as follows, viz.:			
Interest on funded debt due and accrued		$594,367 72	
Rentals		71,500 00	
Taxes on property used in operation of road	$42,437 35		
Taxes on earnings and capital stock	26,235 49		
Taxes other than above	1,216 91		
		69,829 75	
Interest on balances		30,126 11	
Extraordinary expenses and improvements		30,101 23	
Trackage rights		115,900 69	
Rent of 500 box cars, R. and P. Coal and Iron Co.		16,200 00	
Miscellaneous		2,163 81	
			930,249 31
Deficit for year ending June 30, 1894			$79,026 59

General Income Account.

Deficit for year ending June 30, 1894	$79,026 59
Surplus up to June 30, 1893	104,234 00
Total surplus June 30, 1894	$25,207 41

DETAILED STATEMENT OF RENTALS, ETC.

New York, Lake Erie and Western Railroad Company, trackage rights	$69,12 71
Buffalo Creek railroad, trackage rights	25,644 98
Rochester and Pittsburgh Coal and Iron Company, rent 500 box cars	16,200 00
New York Central and Hudson River Railroad Company, trackage rights	21,134 00
Clearfield and Mahoning railway, rental	71,500 00
Miscellaneous	2,163 81
Total amount of rentals deducted from income	$205,764 50

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$1,659,921 86			
Freight, local	575,117 61	.....	$2,235,039 47	$2,235,039 47
Passengers, through	$29,381 94			
Passengers, local	330,607 25			
		$350,989 19	.....	350,989 19
Mail		26,684 28	.....	26,684 28
Baggage		2,652 62	.....	2,652 62
Express		12,300 00	.....	12,300 00
News privilege		499 92	.....	499 92
Miscellaneous, as follows, viz.:				
Car mileage	$29,892 21	215 41	29,676 80	.....
Telegraph	615 90			
Track rental	3,525 00			
Sundry sources	2,661 93	1,703 21	5,'09 62	26,705 04
Total gross earnings		$395,044 63	$2,269,825 89	$2,664,870 52

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$19,614 26	$58,842 85	$78,457 11
Steel rails laid, 3,370.801 tons; cost.. $19,253 65			
Repairs of roadbed	44,396 32	141,710 70	186,107 02
Repairs of bridges (including culverts and cattle guards)	7,708 22	23,124 70	30,832 92
Repairs of stations, shops, docks, etc	12,317 34	17,067 52	29,384 86
Repairs of fences	1,442 00	4,326 01	5,768 01
Other expenses for maintenance of way and structures	326 86	980 58	1,307 44
Total	$85,805 03	$246,052 14	$331,857 17
Maintenance of equipment:			
Repairs of locomotives	$21,883 65	$149,628 58	$171,512 23
Repairs of cars	18,871 86	227,555 45	246,426 71
Repairs of machinery and tools	5,438 02	16,314 06	21,752 08
Other expenses for maintenance of equipment	485 49	1,456 49	1,941 98
Total	$46,678 42	$394,954 58	$441,633 00
Conducting transportation:			
Wages of conductors and men	$37,182 27	$174,838 75	$208,021 02
Wages of engineers and firemen	42,480 95	221,145 78	263,626 73
Fuel for locomotives	12,921 78	166,040 35	128,962 13
Oil and waste	408 58	4,038 96	4,447 54
Water supply	2,413 85	7,241 55	9,655 40
Other train supplies or expenses	10,186 04	31,021 78	41,207 82
Wages of station agents and clerks	10,153 48	51,179 05	61,332 53
Wages for labor at stations	4,374 05	14,352 30	18,726 35
Station supplies	177 70	.....	177 70
Wages of watchmen, flagmen and switchmen	8,436 72	88,904 65	97,341 37
Other expenses for conducting transportation	6,300 04	17,794 79	24,094 83
Total	$125,035 46	$726,487 96	$851,523 42
General expenses:			
Salaries of general officers and clerks	$30,024 98	$90,074 94	$120,099 92
General office expenses and supplies	918 41	2,755 25	3,673 66
Stationery and printing	4,468 79	12,568 09	17,031 88
Outside agencies	2,774 14	693 99	3,468 13
Advertising	2,437 60	2,536 16	4,973 76
Legal expenses	3,085 82	9,257 48	12,343 30
Loss and damage of freight and baggage	61 85	4,057 43	4,119 28
Damage to cattle and property	381 50	745 94	1,127 44
Injuries to persons	169 08	2,962 57	3,131 65
Telegraph maintenance and operation	10,428 54	32,433 95	42,862 49
Other general expenses	3,347 66	12,043 96	15,390 62
Total	$58,093 67	$170,128 76	$228,222 43
Grand total operating expenses	$315,612 58	$1,537,623 44	$1,853,236 02

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$17,950,168 64
Cost of equipment	4,009,542 02
Other permanent investments, as follows, viz.:	
Stock of other companies	1,008,670 50
Advance to Clearfield and Mahoning road	44,478 63

Current assets, as follows, viz.:		
Cash on hand	$21,107 75	
Bills receivable	572,000 00	
Due by agents	80,448 71	
Open accounts	156,341 21	
Materials and supplies	154,127 59	
Sundries	665 27	
		$1,034,710 53
		$24,042,570 92

LIABILITIES.

Capital stock		$12,000,000 00
Funded debt		10,898,500 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$127,178 21	
Audited vouchers and pay rolls	78,741 05	
	94,383 14	
Loans and bills payable	890,606 77	
Rentals due and accrued	2,955 34	
		1,123,863 51
Profit and loss (surplus)		95,207 41
		$24,042,570 92

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	18,960	752,168	771,128
Number of passengers carried one mile	1,739,834	14,403,515	16,133,349
Number of tons of freight carried	2,060,896	901,876	2,962,772
Number of tons of freight carried one mile	352,070,530	63,553,409	415,623,939
Passenger train mileage	279,351	280,247	559,598
Freight train mileage	885,185	853,385	1,638,570
All other train mileage	465,329	539,159	1,004,488
Total train mileage	1,629,865	1,622,791	3,252,656

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including miscellaneous earnings)	$395,044 63	$315,612 58	$79,432 05
Average per passenger carried	512	409	103
Average per passenger per mile	024	020	004
Average per passenger train per mile	706	564	142
Freight earnings and expenses (including miscellaneous earnings)	2,269,895 89	1,537,623 44	732,272 45
Average per ton of freight carried	761	516	245
Average per ton of freight per mile	00546	00370	00176
Average per freight train per mile	1344	911	433

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	1.18	2.30	2.17
Average rate received per mile per ton for carrying freight, all classes	.472	.905	.836

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line authorized from Rochester and Buffalo, N. Y., to Walston, Pa.	166.18	240.09	4.00	24.76	170.18	264.85
Total of branches or other roads, single track.	11.33	45.06	.....	25.87	11.33	70.93
Total single track	177.51	285.15	4.00	50.63	181.51	335.78
Sidings and turnouts on main line	60.34	98.61	.....	.....	60.34	98.61
Sidings and turnouts on branches or other roads	7.48	9.28	.....	4.60	7.48	13.88
Total sidings and turnouts	67.82	107.89	.....	4.60	67.82	112.49
Grand total of tracks, sidings and turnouts	245.33	393.04	4.00	55.23	249.33	448.27
Laid with steel rail, main line	166.18	249.09	4.00	24.76	170.18	264.85
Laid with steel rail, branches or other roads.	11.33	45.06	.....	25.87	11.33	70.93

Average life of rails — steel, 10 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 80 lbs.; minimum, 56 lbs.; gauge of track, 4 feet, 8½ inches; ballasted with gravel, cinders and broken stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Proprietary roads:						
Perry Railroad	Silver Lake Junc., N. Y.	Silver Springs, N. Y.	1.03	1.03	1.03	1.03
Lincoln Park and Charlotte Railroad	Lincoln Park, N. Y.	Charlotte, N. Y.	10.30	10.30	10.30	10.30
Johnsbury and Bradford Railroad	Howard Junction, Pa.	Mt. Jewett, Pa.	.....	19.60	19.60	19.60
			11.33	30.93	30.93	30.93
Branches:						
Beechtree Mine	Beechtree Junction, Pa.	Beechtree, Pa.	....	5.53	5.53	5.53
Dixon Mine	Falls Creek, Pa.	Dixon Mine, Pa.	.....	1.00	1.00	1.00
Eleanora Mine	Big Run, Pa.	Eleanora Mine, Pa.	.....	4.78	4.78	4.78
Adrian Mine	Elk Run Junction, Pa.	Adrian Mine, Pa.	.....	2.82	2.82	2.82
			.....	14.13	14.13	14.13
Leased:						
Clearfield and Mahoning Railway	Dubois Junction, Pa.	Clearfield, Pa.	.....	25.87	25.87	25.87
Operated under trackage rights:						
Buffalo Creek Railroad	Buffalo, N. Y.	Buffalo Creek, N. Y.	4.00	4.00	.....	4.00
New York, Lake Erie and Western Railroad	Mt. Jewett, Pa.	Clarion Junc., Pa.	.....	20.76	.....	20.76
			4.00	24.76	.....	24.76

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	32	3,490	79	8,302
Wooden bridges	.....	.....	1	44
Wooden trestles	102	22,563	132	28,145
Total	134	26,053	212	36,491

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	69	10	79	$8,437	129,000	10	72	.....
Locomotives, 6 drivers	38	....	38	9,276	110,000	10	38	.....
Locomotives, 4 drivers	18	....	18	7,328	92,000	11	18	.....
Total	125	10	135	.....	.....	....	128	.....
Official cars	2	....	2	$8,000	70,000	10	2	2
First class passenger cars	31	....	31	3,700	44,000	5	31	31
Second class passenger cars	12	....	12	3,500	44,000	5	12	12
Baggage, mail and ex. cars	11	....	11	1,700	40,000	5	11	11
Total	56	....	56	.....	.....	....	56	56
Box freight cars	1,243	487	1,730	$490	30,500	10	.....	415
Stock freight cars	10	....	10	400	20,800	10	.....	.....
Coal freight cars	4,897	....	4,897	475	30,100	8	1,000	1,987
Flat freight cars	165	....	165	325	17,800	10	.....	1
Caboose, 4-wheel cars	32	....	32	550	24,000	5	.....	21
Caboose, 8-wheel cars	42	....	42	900	29,100	7	.....	.....
Service cars	170	....	170	350	20,000	10	.....	.....
Total	6,489	487	6,976	.....	.....	....	1,000	2,424

Westinghouse air brake and Miller coupler on passenger cars; New York air brake, Trojan and Gould couplers on freight cars; split switches on main line, stub switches on sidings.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	176.66	294.46
Road constructed and opened for business during the year, miles	.....	45.47
Total assessed value of real estate and personal property of company	$2,516,642 50	$2,524,312 50
Railroads crossing road at grade	6	12
Railroads crossing road over or under grade	8	12
Highway crossings at grade without protection	207	305
Highway crossings at grade protected by gates or flagmen	13	15
Highway crossings over or under grade	13	21
Overhead obstructions less than twenty feet above track	12	13

Passenger cars are heated by steam, lighted by oil lamps and ventilated in deck.

The American Express Company runs over line, paying one and one-half first class rates, except in a few instances agreed upon, and guaranteeing a fixed minimum for the year.

The government pays a specified rate per mile per annum for the transportation of mails based on the average weight of mails carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	25,435	.85
Grain	20,966	.70
Meats and provisions	8,406	.28
Live stock	3,358	.11
Lumber	156,185	5.26
Pig and bar iron and steel	13,726	.46
Iron or other ores	979	.03
Coal and coke	2,248,372	75.63
Petroleum and other oils	27,647	.93
All other manufactures	218,214	7.33
All other merchandise	77,397	2.60
All other agricultural products	46,656	1.56
All other articles not included above	135,396	4.54
Total	2,968,732	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	198	6	204
Others	13	12	25
Total	211	18	229

EMPLOYES.

Average number of persons employed (including officials) during year 2,230

Aggregate amount of salaries and wages paid them $1,321,639 14

Officers of the Company.

Name.	*Title.*	*Official Address.*
ARTHUR G. YATES	President	Rochester, N. Y.
ADRIAN ISELIN, Jr.	Vice-President	36 Wall St., New York city.
GEORGE E. MERCHANT	Assistant to President	Rochester, N. Y.
JOHN H. HOCART	Sec. and Asst. Treas	36 Wall St., New York city.
JOHN F. DINKEY	Auditor and Treasurer	Rochester, N. Y.
WM. E. HOYT	Chief Engineer	Rochester, N. Y.
ROBT. G. MATTHEWS	Acting Gen. Superintendent.	Buffalo, N. Y.
ROBT. W. DAVIS	General Freight Agent.	Rochester, N. Y.
EDW. C. LAPEY	General Passenger Agent	Rochester, N. Y.

Directors of the Company.

Name.	*Residence.*
FREDERICK A. BROWN	20 Nassau St., New York city.
WALTER H. BROWN	20 Nassau St., New York city.
JOHN H. HOCART	36 Wall St., New York city.
ADRIAN ISELIN, Jr.	36 Wall St., New York city.
C. O'D. ISELIN	36 Wall St., New York city.
GEORGE H. LEWIS	Buffalo, N. Y.
WHEELER H. PECKHAM	80 Broadway, New York city.
AUG. RICHARD	12 East 69th St., New York city.
JAMES A. ROOSEVELT	33 Wall St., New York city.
W. EMELEN ROOSEVELT	33 Wall St., New York city.
J. KENNEDY TOD	45 Wall St., New York city.
WARREN A. WILBUR	South Bethlehem, Pa.
ARTHUR G. YATES	Rochester, N. Y.

Title of company, Buffalo, Rochester and Pittsburg Railway Company.
General offices at Rochester, N. Y., and 36 Wall street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in November
For information concerning this report, address John F. Dinkey, Auditor and Treasurer.

BUFFALO AND SOUTHWESTERN.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, December 11, 1877.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter.....	4,719	$471,900 00	4,719	$471,900 00	.....
Issued for actual cash and now outstanding.....	4,718½	471,833 33	4,718½	471,833 33	$943,666 66

Number of stockholders..... 33

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.....	Dec. 17, 1877	30	p.c. *6	Jan. 1, July 1	$1,500,000	$1,500,000	$1,500,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast.....	.....	$2,126 00
Bridges.....	.....	5,216 77
Superstructure (including ties and rails).....	.....	178,936 16
Land, land damages and fences	$641 94	9,696 20
Passenger and freight stations.....	.....	2,743 50
Engine, car houses, shops, machinery and tools.....	.....	2,914 83
Purchase of constructed road	.....	2,245,824 35
Total cost of road.....	$641 94	$2,447,457 81
EQUIPMENT.		
Locomotives	.....	$30,644 28
Passenger, mail, baggage and express cars	.....	995 25
Freight and other cars.....	.....	31,923 70
Total cost of equipment	.....	$63,563 18
Grand total cost of road and equipment.....	$641 94	$2,511,020 99

* Gold.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Land purchased at Jamestown, N. Y.	$641 94

Income Account for Year Ending June 30, 1894.

Gross earnings from lease of road		$124,280 68
Less corporation expenses (excluding all taxes)		5,314 61
Net earnings from operation		$118,965 07
Income from other sources, as follows, viz.:		
Interest received on cash in bank		263 34
Gross income from all sources		$119,228 41
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$90,000 00	
Taxes on earnings and capital stock	1,002 65	
		91,002 65
Net income from all sources		$28,265 76
Payments from net income, as follows, viz.:		
Dividends declared 7 per cent. on $471,833.33 preferred stock		33,028 33
Deficit for year ending June 30, 1894		$4,762 57

General Income Account.

Deficit for year ending June 30, 1894	$4,762 57
Surplus up to June 30, 1893	80,469 16
Total surplus June 30, 1894	$75,706 59

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$9,447,457 81
Cost of equipment		63,563 18
Current assets, as follows, viz.:		
Cash on hand	$2,721 11	
Open accounts	57,364 81	
		60,085 92
		$9,571,106 91

LIABILITIES.

Capital stock		$943,666 66
Funded debt		1,500,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$46,992 00	
Dividends unpaid	4,718 33	
Sundries	23 33	
		51,733 66
Profit and loss surplus		75,706 59
		$9,571,106 91

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Buffalo to Jamestown, N. Y., single track	66.36

EQUIPMENT.	Number owned
Locomotives, 4 drivers	10
First class passenger cars	9
Baggage, mail and express cars	2
Total	11
Box freight cars	33
Coal freight cars	92
Flat freight cars	30
Caboose, 8-wheel cars	6
Total	161

Officers of the Company.

Name.	*Title.*	*Official Address.*
W. S. BISSELL	President	Buffalo, N. Y.
S. S. SPAULDING	Vice-President	Buffalo, N. Y.
E. R. SPAULDING	Treasurer	Buffalo, N. Y.
F. T. MOULTON	Secretary	Buffalo, N. Y.

Directors of the Company.

Name.	*Address.*
W. S. BISSELL	Buffalo, N. Y.
E. G. SPAULDING	Buffalo, N. Y.
J. M. RICHMOND	Buffalo, N. Y.
W. H. H. NEWMAN	Buffalo, N. Y.
ANDREW LANGDON	Buffalo, N. Y.
THOMAS HODGSON	Buffalo, N. Y.
HENRY M. WATSON	Buffalo, N. Y.
S. S. SPAULDING	Buffalo, N. Y.
E. R. SPAULDING	Buffalo, N. Y.
A. D. BISSELL	Buffalo, N. Y.
CHARLES D. MARSHALL	Buffalo, N. Y.
RICHMOND KINGMAN	Battle Creek, Mich.
WILLIAM H. BARNES	Philadelphia, Pa.

Title of company, The Buffalo and Southwestern Railroad Company.
General offices at Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in December.
For information concerning this report, address F. T. Moulton, secretary.

CAIRO.

LESSOR.

LESSEE — CATSKILL MOUNTAIN.

(Date of charter, April 10, 1884.)

For history of organization, etc., see Report of 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	250	$25,000	.....
Issued for actual cash and now outstanding	229	22,900	$22,900

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	May 1, 1885	20	p.c. 6	Nov. 1, May 1	$25,000	$25,000	$22,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$7,276 38
Superstructure (including ties)	.....	4,222 29
Rails	.....	10,558 98
Land and land damages	.....	3,523 61
Fences	.....	2,072 95
Passenger and freight stations	$9,050 00	3,859 29
Turntables	.....	2,490 27
Fuel and water stations	.....	1,181 07
Engineering expenses	.....	1,063 73
Interest and discount charged to construction	.....	2,500 00
Telephone line	.....	327 72
Contingencies	.....	551 61
Paid Catskill Mountain Railway Company, lessees, to be expended in betterments to Cairo railroad	500 00	2,000 00
Total cost of road	$9,550 00	$41,028 70
EQUIPMENT.		
Locomotives	.....	$6,228 06
Total cost of equipment	$9,550 00	$6,228 06
Grand total cost of road and equipment	$9,550 00	$47,260 76

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Rent for year ending June 30, 1894		$2,880 00
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$1,500 00	
Taxes on earnings and capital stock	29 85	
Insurance printing	44 75	
		1,574 60
Net income from all sources		$1,305 40
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent on $22,900 common stock		1,374 00
Deficit for year ending June 30, 1894		$68 60

General Income Account.

Deficit for year ending June 30, 1894	$68 60
Surplus up to June 30, 1893	996 28
Total surplus June 30, 1894	$927 68

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$41,028 70
Cost of equipment	6,228 06
Current assets, as follows, viz.:	
Cash on hand	336 92
Due from Catskill Mountain Railway Company on account of rent	1,380 00
	$48,977 68

LIABILITIES.

Capital stock	$22,900 00
Funded debt	25,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	250 00
Profit and loss (surplus)	827 68
	$48,977 68

Officers of the Company.

Name.	*Title.*	*Official Address.*
LEWIS WOLFE	President	Athens, N. Y.
CHARLES L. RICKERSON	Vice-President	54 Harrison street, New York city.
FREDERICK HILL	Treasurer	Catskill, N. Y.
WM. J. HUGHES	Secretary	Catskill, N. Y.

Directors of the Company.

Name.	*Residence.*
A. VAN SANTVOORD	New York city
C. T. VAN SANTVOORD	New York city.
G. M. SNYDER	West Hoboken, N. J.
CHAS. L. RICKERSON	Brooklyn, N. Y.
LEWIS WOLFE	Athens, N. Y.
JOHN SANDERSON	Athens, N. Y.
JAMES STEAD	Catskill, N. Y.
D. W. JENNINGS	Cairo, N. Y.
F. HILL	Catskill, N. Y.
R. A. CHASE	Catskill, N. Y.
C. L. BEACH	Catskill, N. Y.
C. A. BEACH	Catskill, N. Y.
W. J. HUGHES	Catskill, N. Y.

Title of company, Cairo Railroad Company.
General offices at Catskill, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in April.
For information concerning this report, address Wm. J. Hughes, Secretary.

CAMPBELL HALL CONNECTING.

LESSOR.

OPERATED BY PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

(Date of charter, April 3, 1889.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Issued on account of construction and now outstanding	1,250	125,000	$125,000

Number of stockholders 27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortgage	Aug. 1, 1889	50	5	Feb. and Aug.	$500,000	$500,000	$350,000

Cost of Road.

	Total cost up to June 30, 1894.
Purchase of constructed road	$375,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$375,000 00

LIABILITIES.

Capital stock	$125,000 00
Funded debt	250,000 00
	$375,000 00

Description of Road.

TRACK.	Miles owned. al in N. Y. State.
Main line from Pine Island, N. Y., to New York and New Jersey State line, single track	3.78
Sidings and turnouts on main line	.33
Total of tracks, sidings and turnouts	4.11
Laid with steel rail, main line	3.78

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 54 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. C. STANTON	President	New York city.
D. J. MCNIECE	Secretary and Treasurer	New York city.
E. J. FALLON	Auditor	Reading Terminal, Phila., Pa.

Directors of the Company.

Name.	*Residence.*
J. C. STANTON	New York city.
C. H. STANTON	Goshen, N. Y.
D. J. MCNIECE	New York city.
O. W. CHILDS	New York city.
D. O. DELL	New York city.
W. W. GIBBS	Philadelphia, Pa.
GEO. W. GREEN	Goshen, N. Y.
D. N. STANTON	Yonkers, N. Y.
THERON DEAN	Amawalk, N. Y.
GEO. W. MURRAY	Goshen, N. Y.
WM. B. MCNIECE	New York city.
S. G. PRIMROSE	Goshen, N. Y.
C. S. WARNER	Brooklyn, N. Y.

Title of company, Campbell Hall Connecting Railroad Company.
General offices at New York city and Philadelphia, Pa.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in April.
For information concerning this report, address E. J. Fallon, Auditor, Reading Terminal, Philadelphia, Pa.

CANASTOTA NORTHERN.

LESSOR.

LESSEE — ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 24, 1886.)

For history of organization etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of purchase price, and now outstanding	2,000	$200,000

Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Cash realized on amount outstanding.
			p.c.			
First mortgage	July 1, 1886	20	6	Jan. 1, July 1	*$300,000	$300,000

Cost of Road.

Purchase of constructed road	$500,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rental from Elmira, Cortland and Northern Railroad Company	$18,000 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	18,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$500,000 00
Current assets, as follows, viz.:	
Open accounts	9,000 00
	$509,000 00

LIABILITIES.

Capital stock	$200,000 00
Funded debt	300,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	9,000 00
	$509,000 00

* Issued on account of purchase-price.

Officers of the Company.

Name.	*Title.*	*Official Address.*
AUSTIN CORBIN	President	192 Broadway, New York city.
GEORGE S EDGELL	Vice-President	192 Broadway, New York city.
MYRON A. SMITH	Secretary and Treasurer	Elmira, N. Y.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
GEORGE S. EDGELL	New York city.
GEORGE M. DIVEN	Elmira, N. Y.
MYRON A. SMITH	Elmira, N. Y.
JULIUS S DENTON	Elmira, N. Y.
CHARLES W. WILLIAMS	Elmira, N. Y.
BENJAMIN D. SCUDDER	Elmira, N. Y.
BERT N. POWELL	Elmira, N Y.
ISAAC S. MARSHALL	Elmira, N. Y.
ALBERT ALLEN	Cortland, N. Y.
FRANK E. TIBBETTS	Ithaca, N Y.
GEORGE S SADLER	Canastota, N. Y.
ABRAM T. VAN VALKENBURGH	Canastota, N. Y.

Title of company, The Canastota Northern Railroad Company.
General offices at Elmira, N Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Monday in March.
For information concerning this report, address M. A. Smith, Secretary.

CARTHAGE AND ADIRONDACK.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, March 28, 1883.)

This company was organized under the General Railroad Act of April 2, 1850, by articles of association signed March 27, 1883, and filed in the office of the Secretary of State March 28, 1883. Construction of its railroad was begun at once, and about $15,000 expended by the contractor in grading, masonry, land, land damages, engineering, etc., when work was suspended. Construction was resumed in May, 1886, and the road was completed and opened for traffic January 1, 1887, from Carthage to Jayville, N. Y.

Construction on an extension (known as the Little River Extension) was commenced June, 1887, from Jayville eastward to Little River iron ore beds, a distance of 13.25 miles.

This extension was opened for traffic to Oswegatchie, ten miles from Jayville, in February, 1889, and to the Little River iron ore beds (now known as Benson Mines) August 22, 1889.

This road was leased to the New York Central and Hudson River Railroad Company May 1, 1893, and its operations are now included in the report furnished by that company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Issued for actual cash	4,300	$430,000	$430,000
Issued on account of construction	700	70,000	.....
Total now outstanding	5,000	$500,000	$430,000

Grand total of common stock now outstanding $500,000
Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized	Amount outstanding.
			p.c.			
First mortgage	Dec. 1, 1893	89	4	June 1 & Dec. 1	$1,600,000	$1,100,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$209,590 11
Bridges	17,278 68
Superstructure (including ties)	34,599 28
Rails	66,543 53
Land damages	1,290 35
Passenger and freight stations	2,543 57
Engine and car houses	1,359 73
Shops, machinery and tools	300 72
Fuel and water stations	4,044 05
Engineering expenses	7,743 34
Interest and discount charged to construction	142,493 60
Road built by contract	1,036,143 17
Telegraph line	1,496 53
Incidentals	6,618 43
Total cost of road	$1,519,940 07

EQUIPMENT.	
Locomotives	$4,029 00
Passenger cars	5,900 46
Mail, baggage and express cars	1,180 10
Freight and other cars	10,190 35
Total cost of equipment	$21,300 51
Grand total cost of road and equipment	$1,541,240 58

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rental from New York Central and Hudson River railroad, lessee	$44,000 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	$44,000 00

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$1,519,940 07
Cost of equipment	21,300 51
Profit and loss (deficiency)	58,759 42
	$,600,000 00

LIABILITIES.	
Capital stock	$500,000 00
Funded debt	1,100,000 00
	$1,600,000 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line from Carthage to Benson Mines, single track	43.00
Sidings and turnouts on main line	8.98
Grand total of tracks, sidings and turnouts	51.98
Laid with steel rail, main line	43.00

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHAUNCEY M. DEPEW	President	Grand Central station, N. Y.
H. WALTER WEBB	Vice-President	Grand Central station, N. Y.
E. V. W. ROSSITER	Secretary and Treasurer	Grand Central station, N. Y.

Directors of the Company.

Name.	*Residence.*
C. VANDERBILT	New York city.
W. K. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
J. PIERPONT MORGAN	New York city.
E. D. WORCESTER	New York city.
C. O. CLARKE	New York city.
H. WALTER WEBB	New York city.
E. V. W. ROSSITER	New York city.
FREDK. W. VANDERBILT	New York city.
T. L. JAMES	New York city.
SAMUEL BARTON	New York city.
ALLYN COX	New York city.
C. F. COX	New York city.

Title of company, Carthage and Adirondack Railway.
General offices at Grand Central station, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in January.
For information concerning this report, address John Carnstensen, Comptroller, Grand Central station, New York city.

CARTHAGE, WATERTOWN AND SACKETTS HARBOR.

LESSOR.

LESSEE—UTICA AND BLACK RIVER.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, February 1, 1869.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter	7,000	$700,000	215	$21,500	.....
Issued for actual cash, and now outstanding	4,658½	415,845	215	21,500	$487,345

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Consolidated mort..	July 1, 1891	40	p.c. 5	Jan. and July	$300,000	$300,000	$285,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Grading, masonry, ballast, bridges, superstructure (including ties) and rails....	$602,050 06
Land, land damages and fences....	131,967 61
Passenger and freight stations, engine and car houses....	17,932 59
Engineering expenses....	6,585 46
Total cost of road....	$758,535 72
EQUIPMENT.	
Locomotives, passenger cars, mail, baggage and express cars, freight and other cars....	$9,311 65
Grand total cost of road and equipment....	$767,847 37

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
From lease of road....		$39,390 14
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued....	$15,750 00	
Interest on interest-bearing liabilities....	7,652 38	
Maintenance of organization and other deductions....	25,622 88	
		49,025 20
Deficit for year ending June 30, 1894....		$9,635 06

General Income Account.

Deficit for year ending June 30, 1894....	$9,635 06
Surplus up to June 30, 1893....	31,833 07
Total surplus June 30, 1894....	$22,198 01

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road....	$758,535 72
Cost of equipment....	9,311 65
Current assets, as follows, viz.:	
Open accounts....	52,946 85
	$820,794 22
LIABILITIES.	
Capital stock....	$487,345 00
Funded debt....	300,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued....	7,500 00
Open accounts....	3,751 21
Profit and loss (surplus)....	22,198 01
	$820,794 22

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Carthage to Sacketts Harbor, single track	29.59
Sidings and turnouts	5.82
Total of tracks, sidings and turnouts	35.41
Laid with steel rail, main line	29.59

Average life of rails—steel, 12 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 60 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and earth.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	30
Highway crossings over or under grade	1
Overhead obstructions less than twenty feet above track	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. WALTER WEBB	President	Grand Central station, N. Y.
JOHN M. TOUCEY	Vice-President	Grand Central station, N. Y.
EDWARD V. W. ROSSITER	Treasurer	Grand Central station, N. Y.
IRA A. PLACE	Secretary	Grand Central station, N. Y.

Directors of the Company.

Name.	*Residence.*
H. WALTER WEBB	New York city.
JOHN M. TOUCEY	New York city.
EDGAR VAN ETTEN	New York city.
SAMUEL BARTON	New York city.
IRA A. PLACE	New York city.
JOSEPH MULLIN	Watertown, N. Y.
DANIEL G. GRIFFIN	Watertown, N. Y.
WILLIAM T. CORNELL	New York city.
EDWARD V. W. ROSSITER	Flushing, N. Y.
GEORGE C. SHERMAN	Watertown, N. Y.
WALTER B. CAMP	Sacketts Harbor, N. Y.
FRANK LOOMIS	New York city.
AZARIAH H. SAWYER	Watertown, N. Y.

Title of company, Carthage, Watertown and Sackett's Harbor Railroad Company.
General offices at Watertown, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in September.
For information concerning this report, address E. V. W. Rossiter, Treasurer.

CATSKILL MOUNTAIN.

(Date of charter, July 2, 1885.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	800	$80,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortg'e bonds.	Aug. 1, 1883	20	5	Feb. 1 & Aug. 1	$50,000	$50,000	$26,706 67
First income bonds.	Aug. 1, 1885	30	6	Feb. 1 & Aug. 1	238,000	238,000	29 76
Second income bds.	Aug. 2, 1885	30	6	Feb. 1 & Aug. 1	16,000	15,600	26 12
Total	.....	....	....	.....	$304,000	$303,600	$26,762 55

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$12,730 20
Bridges	.....	4,737 88
Side tracks	.....	1,167 69
Rails	$75 50	777 46
Shanty for track men — Cairo Junction	.....	131 49
Land damages	276 44	2,518 29
Fences	.....	121 91
Passenger and freight stations	.....	1,077 44
Engine and car houses	.....	3,056 35
Shops, machinery and tools	33 97	1,110 77
Fuel and water stations	.....	388 94
Engineering expenses	.....	340 00
Cost of road and equipment as per plan of reorganization	400 00	380,604 93
Station furniture	27 95	227 88
Furniture for general office	14 00	357 99
Otis connections	.....	13,319 23
Total cost of road	$826 86	$422,648 36
EQUIPMENT.		
Locomotives	.....	$398 13
Passenger cars	$5,896 00	7,926 66
Mail, baggage and express cars	.....	253 21
Freight and other cars	1,044 10	1,847 01
Miscellaneous equipment	48 00	603 48
Total cost of equipment	$5,988 10	$10,928 49
Grand total cost of road and equipment	$7,814 96	$433,576 87

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Rails on hand, 1 frog and switch points used		$35 50
Rails and fastenings, 1 frog, 1 set lever switch points and two switch stands	$59 00	
Less fish plates to Catskill and Tannersville railroad	19 00	
		40 00
Land damages, Charles A. Beach for 8 lots under water on flats north of Long Dock, Catskill		276 44
Shop, machinery and tools		33 97
Miscellaneous equipment, freight and baggage trucks, etc., freight trucks for Cairo station	$8 00	
Velocipede for patroling track	40 00	
		48 00

Station furniture, sundries		27 95
Furniture for general office, wardrobe used for ticket case		14 00
Passenger cars, two new coaches	$5,700 00	
Freight and expense	196 00	
		5,896 00
Freight and other cars, two new box cars	$942 10	
Freight and expense	102 00	
		1,044 10
		$7,414 96
Second income bonds issued as per plan of organization		$400 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$44,551 31
Less operating expenses (excluding all taxes)		28,944 60
Net earnings from operation		$15,606 71
Income from other sources, as follows, viz.:		
Interest on loans, balance of account		5 97
Gross income from all sources		$15,612 68
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$2,500 00	
Rentals	4,000 00	
Taxes on property used in operation of road	1,110 66	
Taxes on earnings and capital stock	247 41	
Taxes other than above, expenses of railroad commission	95 45	
State on franchise	1 34	
Insurance	82 50	
		6,037 36
Surplus for year ending June 30, 1894		$7,575 32

General Income Account.

Surplus for year ending June 30, 1894		$7,575 32
Surplus up to June 30, 1893	$35,284 96	
Less amount subsequently paid as interest on first income bonds	2,723 05	
		33,561 91
Total surplus June 30, 1894		$41,137 23

DETAILED STATEMENT OF RENTALS.

Cairo railroad	$2,700 00
Rent of terminus, Catskill landing	1,000 00
Rent of village station and general office at Catskill	300 00
Total amount of rentals deducted from income	$4,000 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$8,707 39	$8,707 39
Passengers, all local	$35,512 21	.....	35,512 21
Express	249 51	.....	249 51
Extra baggage	82 20	.....	82 20
Total gross earnings	$35,843 92	$8,707 39	$44,551 31

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed	$4,047 70	$1,011 93	$5,059 63
Repairs of roadbed, renewal of ties	1,176 82	294 20	1,471 02
Repairs of bridges (including culverts and cattle guards)	142 36	35 59	177 95
Repairs of stations, shops, docks, etc.	426 24	106 56	532 80
Repairs of fences	522 06	130 52	652 58
Other expenses for maintenance of way and structures	1,033 49	258 37	1,291 86
Total	$7,348 67	$1,837 17	$9,185 84

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$1,321 35	$330 34	$1,651 69
Repairs of cars	1,191 28	297 82	1,489 10
Repairs of machinery and tools	46 41	11 60	58 01
Other expenses for maintenance of equipment	1,004 01	251 01	1,255 02
Total	$3,563 05	$890 77	$4,453 82
Conducting transportation:			
Wages of conductors and men	$1,909 54	$477 39	$2,386 93
Wages of engineers and firemen	1,764 90	441 22	2,206 12
Fuel for locomotives	2,912 63	728 16	3,640 79
Oil and waste	186 73	46 68	233 41
Water supply	59 58	14 90	74 48
Other train supplies or expenses	23 02	5 76	28 78
Wages of station agents and clerks	1,597 34	399 33	1,996 67
Wages for labor at stations	283 38	70 84	354 22
Station supplies	32 10	8 02	40 12
Wages of watchmen, flagmen and switchmen	341 07	85 27	426 34
Other expenses for conducting transportation	212 50	53 37	266 87
Total	$9,363 79	$2,330 94	$11,654 73
General expenses:			
Salaries of general officers and clerks	$1,200 00	$300 00	$1,500 00
General office expenses and supplies	49 62	12 41	62 03
Stationery and printing	300 33	75 08	375 40
Outside agencies and advertising	400 83	100 21	501 04
Loss and damage of freight and baggage	18 72	4 68	23 40
Telephone maintenance and operation	247 02	61 75	308 77
Other general expenses	703 66	175 91	879 57
Total	$2,920 17	$730 04	$3,650 21
Grand total operating expenses	$23,155 68	$5,788 93	$28,944 60

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$422,648 23
Cost of equipment		10,918 49
Current assets, as follows, viz.:		
Cash on hand	$864 24	
Due by agents	1,211 23	
Open accounts	3,652 14	
Materials and supplies	1,263 04	
		6,990 75
		$440,567 87

LIABILITIES.

Capital stock		$89,000 00
Funded debt		305,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$1,041 67	
Audited vouchers and pay rolls	2,677 22	
Open accounts	3,111 45	
		6,830 34
Profit and loss (surplus)		41,137 53
		$440,567 87

Traffic and Mileage Statistics.

ITEM.	All local
Number of passengers carried	43,884
Number of passengers carried one mile	580,787
Number of tons of freight carried	8,009
Number of tons of freight carried one mile	1:2,009
Total train mileage, mixed	32,732

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$35,843 93	$23,155 68	$12,688 24
Average per passenger carried	82	53	29
Average per passenger per mile	06	04	02
Average per passenger train per mile	1 10	71	39
Freight earnings and expenses (including miscellaneous earnings)	8,707 39	5,788 92	2,918 47
Average per ton of freight carried	1 09	72	37
Average per ton of freight per mile	06	05	01
Average per freight train per mile	27	18	09

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	6
Average rate received per mile per ton for carrying freight, all classes	8

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Catskill to Palenville, single track	15.75	.....	15.75
Branches, or other roads, laid, single track	.....	3.77	3.77
Total single track	15.75	3.77	19.52
Sidings and turnouts on main line	.95	.....	.95
Sidings and turnouts on branches or other roads	.....	.34	.34
Total sidings and turnouts	.95	.34	1.29
Grand total of tracks, sidings and turnouts	16.70	4.11	20.81
Laid with steel rail, main line	16 70	.....	16.70
Laid with steel rail, branches or other roads	.....	4.11	4.11

Average life of ties, 5 to 8 years; weight of rails per yard—steel, 40 lbs.; gauge of track, 3 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Cairo Railroad	Cairo Junction	Cairo	3.77	Leased	3.77

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	5	1,130

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	1	3	$6,000	50,000	3	3
First class passenger cars	6	.....	6	$3,000	.....	6	6
Second class passenger cars	6	.....	6	1,500	.....	6	6
Baggage, mail and express cars	4	.....	4	1,100	.....	4	4
Total	16	.....	16	.....	.....	16	16
Box freight cars	4	.....	4	$500	.....	4	4
Coal freight cars	7	.....	7	.....	.....	7	7
Flat freight cars	3	.....	3	.....	.....	3	3
Total	14	.....	14	.....	.....	14	14

Eames vacuum brake and Janney coupler on all passenger and baggage cars, also on a portion of freight cars.

Split switches only in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned and operated by company, 15¾ miles owned, 3¾ miles leased	19.55
Total assessed value of real estate and personal property of company	$45,000 00
Railroads crossing road over grade	1
Highway crossings at grade without protection, C. M. Ry., 15; Cairo R. R., 6	21
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	3
Overhead obstructions less than twenty feet above track	6

Passenger cars are heated by ordinary stoves, lighted with kerosene oil and ventilated by window and roof ventilators.

American Express Company runs over line; rate, 30 cents per cwt.

No contract with United States government for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	800	10
Meat and provisions	1,500	18.75
Lumber	900	11.25
Coal and coke	700	8.75
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	2,200	27.5
All other agricultural products	900	11.25
All other articles not included above	1,000	12.5
Total	8,000	100

NUMBER OF ACCIDENTS.	Killed.
Other than passengers or employes	1

EMPLOYES.	
Average number of persons employed (including officials) during year	49
Aggregate amount of salaries and wages paid them	$17,699 12

Officers of the Company.

Name.	*Title.*	*Official Address.*
ALFRED VAN SANTVOORD	President	Lincoln Nat. Bank, New York city.
CHAS. L. BEACH	Vice-President	Catskill, N. Y.
ORRIN DAY	Treasurer	Catskill, N. Y.
CHAS. A. BEACH	General Supt. and Sec'y.	Catskill, N. Y.

Directors of the Company.

Name.	*Residence.*
ALFRED VAN SANTVOORD	New York city.
CHAS. L. BEACH	Catskill, N. Y.
ORRIN DAY	Catskill, N. Y.
FREDERICK HILL	Catskill, N. Y.
ISAAC PEUYN	Catskill, N. Y.
JOHN H. BAGLEY	Catskill, N. Y.
GEO. M. SNYDER	New York city.
CHAS. L. RICKERSON	New York city.
CHAS. T. VAN SANTVOORD	New York city.
GEO. H. BEACH	Catskill, N. Y.
CHAS. BEACH	Catskill, N. Y.
W. I. JENNINGS	Catskill, N. Y.
CHAS. A. BEACH	Catskill, N. Y.

Title of company, Catskill Mountain Railway Company.
General offices at Catskill, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, June 19, 1894.
For information concerning this report, address Chas. A. Beach, Secretary.

CATSKILL AND TANNERSVILLE.

OPERATED BY ULSTER AND DELAWARE.

(Date of charter, September 14, 1892.)

The Catskill and Tannersville Railway Company was organized to construct a narrow (three-foot) gauge railway from Catskill Mountain station, the westerly terminus of the Otis Elevating railway to Tannersville, Greene county, N. Y., with a branch from Haines Falls to Santa Cruz Park, the main line to be about five and one-half miles and the branch about one and one-half miles, making a total of about seven miles, the road to be of the kind within the purview of article I of the Railroad Law and to be operated by means of electricity or steam. The amount of capital stock authorized is $80,000. Of this amount $25,000 has been issued for the purpose of building about one mile of road from Catskill Mountain station to Kaaterskill station on the Kaaterskill railroad. Dividends of six per cent. per annum on this $25,000 of capital stock are guaranteed, jointly and severally, by the Otis Elevating Railway Company and the Catskill Mountain Railway Company. This mile of road was constructed in 1893 and is operated by the Ulster and Delaware Railroad Company in connection with the Kaaterskill railroad. The Ulster and Delaware Railroad Company retains one-half of the earnings of the Catskill and Tannersville railway for expenses of operation, and the other one-half is paid to the Catskill and Tannersville Railway Company as rental.

This arrangement was made for three years and expires in November, 1895.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	800	$80,000	.....
Issued for actual cash and now outstanding	250	25,000	$25,000

Number of stockholders 17

*Cost of Road.

Grading, masonry, ballast, bridges and superstructure (including ties)	$18,183 88
Rails, switches, bumping post, etc.	3,108 36
Land damages, right of way	1,000 00
Engineering expenses	905 75
Interest and discount charged to construction	457 37
Legal and other expenses	866 34
Total cost of road	$24,522 10

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Received from Ulster and Delaware Railroad Company as rental		$206 35
Interest received		37 50
Gross income from all sources		$243 85
Deductions from income, as follows, viz.:		
Taxes on earnings and capital stock	$27 15	
Taxes other than above	41 05	
		68 20
Net income from all sources		$175 65
Payments from net income, as follows, viz.:		
Dividends declared, $25,000, common stock: January 1, 1894, $528; July 1, 1894, $750	$1,278 00	
Paid by Catskill Mountain Railway Company $569 92		
Paid by Otis Elevating Railway Company 569 93		
	1,139 85	
Net income applied to dividends		138 15
Surplus June 30, 1894		$37 50

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$24,522 10
Current assets, as follows, viz.:	
Open accounts, due from Otis Elevating Railway Company	1,537 50
	$26,059 60

LIABILITIES.

Capital stock	$25,000 00
Current liabilities, as follows, viz.:	
Open accounts, due A. Van Santvoord	1,022 10
Profit and loss (surplus)	37 50
	$26,059 60

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Catskill Mountain Station, the westerly terminus of the Otis Elevating railway, to Tannersville, Greene county	5¼
Total of branches or other roads authorized	1½
Main line laid, first or single track	.9344
Sidings and turnouts on main line	.2878
Total of tracks, sidings and turnouts	1.2222
Laid with steel rail, main line	1.2222

Weight of rails per yard—steel, 40 lbs.; gauge of track, 3 feet; ballasted with earth, stone and gravel.

* This road was built by contract and was not completed and delivered to the company until July, 1893, although the contractors began work in the winter of 1892 and 1893.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire line in N. Y. State.
Branch authorized, but not built	Haines Falls	Santa Cruz Park	1½

Split switches are used entirely on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Road constructed and opened for business during the year, miles	1.[illegible]
Highway crossings at grade without protection	1
Highway crossings over grade	1
Overhead obstructions less than twenty feet above track	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES L. RICKERSON	President	54 Harrison street, New York.
JAMES STEAD	Vice-President	Catskill, N. Y.
CHARLES A. BEACH	Secretary and Treasurer	Catskill, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES L. RICKERSON	New York city.
A. VAN SANTVOORD	New York city.
GEORGE M. SNYDER	West Hoboken, N. J.
ISAAC PRUYN	Catskill. N. Y.
W. D. BALDWIN	New York city.
JACOB FROMER	Tannersville, N. Y.
JAMES STEAD	Catskill, N. Y.
W. H. R.TTER	New York city.
C. C. HAGER	New York city.

Title of company, Catskill and Tannersville Railway Company.
General offices at Catskill, Greene county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information concerning this report, address C. A. Beach, Secretary and Treasurer.

CAYUGA AND SUSQUEHANNA.

LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 18, 1843.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	50,000	$1,500,000
Total now outstanding	19,637	589,110

Number of stockholders 109

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$123,753 85
Bridges	24,738 12
Superstructure (including ties) and rails	269,513 11
Land, land damages and fences	44,899 16
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	38,793 09
Engineering expenses	18,760 68
Total cost of road	$520,458 01
EQUIPMENT.	
Locomotives	$57,570 90
Mail, baggage and express cars	20,196 88
Freight and other cars	1,774 21
Total cost of equipment	$79,541 99
Grand total cost of road and equipment	$600,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Twelve months' rental received from lessee	$54,600 00
Payments from net income, as follows, viz.:	
Dividends declared, 9 per cent. on $589,110 common stock	53,019 90
Surplus for year ending June 30, 1894	$1,580 10

General Income Account.

Surplus for year ending June 30, 1894	$1,580 10	
Surplus up to June 30, 1893	13,008 70	
		$14,588 80
Less sundry small disbursements made by lessors in maintaining organization		468 50
Total surplus June 30, 1894		$14,120 30

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$520,458 01
Cost of equipment	79,541 99
Current assets, as follows, viz.:	
Cash on hand	3,230 30
	$603,230 30
LIABILITIES.	
Capital stock	$589,110 00
Profit and loss (surplus)	14,120 30
	$603,230 30

Officers of the Company.

Name.	*Title.*	*Official Address.*
PERCY R. PYNE	President	52 Wall street, New York city.
MOSES TAYLOR PYNE	Vice-President	52 Wall street, New York city.
STEPHEN S. PALMER	Secretary and Treasurer	52 Wall street, New York city.
WILLIAM F. HALLSTEAD	General Manager	Scranton, Pa.
W. B. PIERCE	General Agent	Ithaca, N. Y.

Directors of the Company.

Name.	*Residence.*
PERCY R. PYNE	New York city.
JOHN I. BLAIR	Blairstown, N. J.
SAMUEL SLOAN	New York city.
M. TAYLOR PYNE	New York city.
HENRY A. C. TAYLOR	New York city.
EDWIN F. HATFIELD	New York city.
LAWRENCE TURNURE	New York city.
STEPHEN S. PALMER	New York city.

Title of company, The Cayuga and Susquehanna Railroad Company.
General offices at Ithaca, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor Delaware, Lackawanna and Western Company, 26 Exchange place, New York city.

CENTRAL DOCK AND TERMINAL.

LESSOR.

LESSEE—PHILADELPHIA AND READING.

(Date of charter, May 31, 1889.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	5,000	$500,000
Issued for actual cash and now outstanding	4,875	487,500

Cost of Road and Equipment.		Total cost of road and equipment up to June 30, 1894.
Grand total cost of road and equipment		$545,309 31

Income Account for Year Ending June 30, 1894.

Income from all sources		$27,265 46
Deductions from income, as follows, viz.:		
Loans	$373 75	
Rentals	1,240 00	
Taxes	5,084 42	
Salaries, etc.	1,120 00	
Insurance	1,562 34	
Office expenses	4 00	
		9,384 51
Surplus for year ending June 30, 1894		$17,880 95

General Income Account.

Surplus for year ending June 30, 1894	$17,880 95
Surplus up to June 30, 1893	53,156 58
Total surplus June 30, 1894	$71,037 53

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$545,309 31
Current assets, as follows, viz.:		
Cash on hand	$115 49	
Open accounts	14,132 73	
		14,248 22
		$559,557 53

LIABILITIES.

Capital stock	$487,500 00
Current liabilities, as follows, viz.:	
Open accounts	1,030 00
Profit and loss (surplus)	$71,027 58
	$559,557 58

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. J. HAYDEN	President	Grand Central depot, N. Y.
W. A. CHURCH	Treasurer	Reading Terminal depot, Philadelphia, Pa.
W. R. TAYLOR	Secretary	Reading Terminal depot, Philadelphia, Pa.

Directors of the Company.

Name.	*Residence.*
J. M. TOUCEY	Grand Central depot, New York city.
H. J. HAYDEN	Grand Central depot, New York city.
CHAUNCEY M. DEPEW	Grand Central depot, New York city.
H. WALTER WEBB	Grand Central depot, New York city.
J. S. HARRIS	Reading Terminal depot, Philadelphia, Pa.
T. M. RICHARDS	Reading Terminal depot, Philadelphia, Pa.
THEODORE VOORHEES	Reading Terminal depot, Philadelphia, Pa.
JOHN LANG	Corning, N. Y.
JOHN MAGEE	Corning, N. Y.
GEORGE J. MAGEE	Corning, N. Y.
DANIEL BEACH	Corning, N. Y.
J. H. M. CLOGGETT	Buffalo, N. Y.
C. E. HENDERSON	Reading Terminal depot, Philadelphia, Pa.

Title of company, The Central Dock and Terminal Railway Company.
General offices at Grand Central depot, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in May.
For information concerning this report, address W. R. Taylor, Secretary.

CENTRAL NEW YORK AND WESTERN.

(Date of charter, November 18, 1892.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorised by law or charter, issued for purchase of property and now outstanding	10,000	$1,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorised.	Amount outstanding.
			Rate.	When payable.		
First mortgage gold bonds	Jan. 1, 1893	50	p.c. 5	July & Jan.	$100,000	$949,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.*	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$349 56	$887 90
Bridges	4,8 4 12	14,146 97
Superstructure (including ties)	6,744 61	39,066 09
Land	504 00	808 00
Fences	288 51	386 86
Passenger and freight stations	353 85	736 26
Engine and car houses	274 46	799 71
Shops, machinery and tools	1,517 70	3,880 09
Fuel and water stations	547 65	584 09
Engineering expenses	324 97	2,875 26
Interest and discount charged to construction	1,542 88	1,895 81
Purchase of constructed road	† § 108,000 00	‡ 12,690,000 00
Telegraph line	238 75	351 25
Labor, rebuilding track	1,558 41	7,088 14
Other items	1,832 11	7,858 13
Total cost of road	§ $87,608 47	$1,338,904 89
EQUIPMENT.		
Locomotives	$2,865 97	$8,167 97
Passenger cars	916 39	13,318 99
Mail, baggage and express cars	626 98	626 98
Freight and other cars	1,513 25	2,538 14
Total cost of equipment	$5,922 59	$24,651 98
Grand total cost of road and equipment	§ $81,685 88	$1,337,556 87

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$64,833 00
Less operating expenses (excluding all taxes)		60,573 90
Net earnings from operation		$4,260 10
Income from other sources, as follows, viz.:		
Rents	$53 00	
Shop labor	116 49	
		169 49
Gross income from all sources		$4,429 59
Deductions from income, as follows, viz.:		
Interest on funded debt, due and accrued	$12,100 00	
Taxes on property used in operation of road	2,701 96	
Taxes on earnings and capital stock	419 26	
		15,221 22
Deficit for year ending June 30, 1894		$10,791 63

General Income Account.

Deficit for year ending June 30, 1894		$10,791 63
Deficit up to June 30, 1893	$2,541 76	
Deduct interest on bonds returned to treasury on which interest was carried as accrued last year	2,700 00	
		158 24
Total deficit June 30, 1894		$10,633 39

* These items represent the amount expended during the year for the rehabilitation of the property, see note with report for 1893

† Of the $350,000 in bonds reported in 1893 as issued for purchase of constructed road, $108,000 was returned to the treasury during the year.

‡ No division practicable between road and equipment, as stock and bonds were paid for property regardless of the relative value of the two items.

§ Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$37,602 06	$37,602 06
Passengers, all local	$25,465 65	.....	25,465 65
Mail	683 65	.....	683 65
Express	1,020 00	.....	1,020 00
Excess baggage	61 64	.....	61 64
Total gross earnings	$27,230 94	$37,602 06	$64,833 00

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track and roadbed	$11,128 46	$7,464 17	$18,657 63
Repairs of bridges (including culverts and cattle guards)	418 21	268 10	686 31
Repairs of stations, shops, docks, etc	148 95	91 89	240 84
Repairs of fences	153 41	101 55	254 96
Total	$11,914 03	$7,925 71	$19,839 74
Maintenance of equipment:			
Repairs of locomotives	$1,099 77	$745 99	$1,845 76
Repairs of cars	493 68	133 58	626 26
Repairs of machinery and tools	85 81	57 96	143 77
Other expenses for maintenance of equipment	30	20	50
Total	$1,678 56	$937 73	$2,616 29
Conducting transportation:			
Wages of conductors and men	$4,181 52	$2,787 73	$6,969 25
Wages of engine-rs and firemen	4,512 37	2,974 99	7,487 36
Fuel for locomotives	4,438 32	2,955 37	7,393 69
Oil and waste	219 37	146 47	365 84
Water supply	171 00	114 00	285 00
Other train supplies or expenses	507 59	38 64	546 23
Wages of station agents and clerks	2,056 43	1,437 65	3,594 08
Wages for labor at stations	958 08	1,465 57	2,423 65
Station supplies	214 36	133 98	348 34
Wages of watchmen, flagmen and switchmen	36 00	24 00	60 00
Total	$17,395 04	$12,088 40	$29,483 44
General expenses:			
Salaries of general officers and clerks	$2,840 63	$1,892 13	$4,732 76
General office expenses and supplies	147 70	109 27	256 97
Stationery and printing	423 98	232 89	656 87
Outside agencies and advertising	84 80	93 20	178 00
Legal expenses	2 10	1 40	3 50
Loss and damage of freight and baggage	.....	17 56	17 56
Damage to cattle and property	9 00	7 85	16 85
Telegraph maintenance and operation	1,183 44	787 56	1,971 00
Mileage of cars of other companies (debit balance)	3 24	704 81	708 05
Other general expenses	55 12	36 75	91 87
Total	$4,750 01	$3,883 42	$8,633 43
Grand total operating expenses	$35,737 64	$24,835 26	$60,572 90

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$1,357,536 87
Current assets, as follows, viz.:		
Cash on hand	$1,891 22	
Due by agents	592 43	
Open accounts	1,691 29	
Materials and supplies	2,006 93	
		6,181 87
Profit and loss (deficiency)		10,633 39
		$1,374,352 13

LIABILITIES.

Capital stock		$1,000,000 00
Funded debt		242,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt, due and accrued	$6,050 00	
Audited vouchers and pay rolls	15,361 09	
Open accounts	39,101 94	
Loans and bills payable	71,839 10	
		132,352 13
		$1,374,352 13

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	70,953
Number of passengers carried one mile	836,787
Number of tons of freight carried	63,036
Number of tons of freight carried one mile	1,146,094
Passenger train mileage	66,567
Freight train mileage	50,333
Total train mileage	116,890

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$27,230 94	$35,737 64	$8,506 70
Average per passenger carried	3837	5036	1199
Average per passenger per mile	0325	0427	0101
Average per passenger train per mile	4091	5369	1278
Freight earnings and expenses (including miscellaneous earnings)	37,602 06	24,835 26	Profit. 12,766 80
Average per ton of freight carried	5968	3941	2026
Average per ton of freight per mile	0328	0216	0111
Average per freight train per mile	7470	4934	2536

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	3.0433
Average rate received per mile per ton for carrying freight, all classes	3.2809

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line, standard gauge, authorized from Belfast to Perkinsville and Hornellsville	51.24
Main line, narrow gauge, authorized from Olean to Angelica	39.74
Main line laid, first or single track	69.14
Sidings and turnouts on main line	8.05
Total of tracks, sidings and turnouts	77.19
Laid with steel rail, main line, standard gauge	51.24

Weight of rails per yard—steel, maximum, standard gauge, 56 lbs.; minimum, narrow gauge, 40 lbs.; iron, maximum, narrow gauge, 35 lbs.; minimum, narrow gauge, 30 lbs.; gauge of track, standard gauge, 4 feet 8½ inches; narrow gauge, 3 feet; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	2	800
Wooden bridges	20	1,200
Wooden trestles	134	17,165
Total	156	19,165

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	N. G. 1 S. G. 2	3	1	.....
Locomotives, 4 drivers	N. G. 1 S. G. 7	8	8	5
Total	11	11	9	5
First class passenger cars	N. G. 4 S. G. 4	8	8	8
Combination cars	S. G. 2	2	2	2
Baggage, mail and express cars	N. G. 2 S. G. 1	3	3	3
Total	13	13	13	13
Box freight cars	N. G. 18 S. G. 4	22	.....	.....
Stock freight cars	N. G. 3	3	.....	.....
Coal freight cars	N. G. 21	21	.....	.....
Flat freight cars	N. G. 37 S. G. 5	42	.....	.....
Cabooses, 4-wheel cars	N. G. 1	1	.....	.....
Total	89	89	.....	.....

Passenger cars are equipped with Westinghouse air brake; freight cars with link and pin. Part of coaches equipped with Janney coupler; part with Miller coupler.

Lovell split switch in use on standard gauge; stub switches on narrow gauge.

Miscellaneous Statistics.

ITEM.	In N. Y. State.
Total assessed value of real estate and property of company	$137,435 00
Railroads crossing road at grade	1
Railroads crossing road over or under grade	1

Passenger cars are heated by steam in passenger trains; coal stoves on mixed trains; lighted by oil lamps and ventilated by deck roofs.

American Express Company runs over narrow gauge division of road at agreed monthly compensation.

United States Express Company on standard gauge division at agreed monthly compensation.

United States mail is carried at agreed annual compensation.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	834
Grain	1,502
Meats and provisions	289
Live stock	599
Lumber	25,166
Pig and bar iron and steel	1,69
Coal and coke	768
Petroleum and other oils	8,364
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	3,019
All other manufactures	2,655
All other merchandise	2,495
All other agricultural products	14,880
All other articles not included above	737
Total	63,026

NUMBER OF ACCIDENTS.

	Injured
Employes	1

EMPLOYES.

Average number of persons employed (including officials) during year	117
Aggregate amount of salaries and wages paid them	$87,886 74

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN BYRNE	President and General Manager	New York city.
FRANK S. SMITH	Vice-President and General Counsel.	New York city.
LEWIS F. WILSON	Secretary	New York city.
FRANK R. PEMBERTON	Treasurer	New York city.
M. S. BLAIR	General Superintendent	Angelica, N. Y.
H. S. HASTINGS	Auditor and General Agent	Angelica, N. Y.
CHARLES H. HAMMOND	General Freight and Passenger Agent	Hornellsville, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN BYRNE	New York city.
FRANK S. SMITH	New York city.
C. WALTER ARTS	New York city.
PERCY W. SHERMAN	New York city.
FRANCIS R. PEMBERTON	New York city.
LEWIS F. WILSON	New York city.
LOGAN C. NEWSOME	Columbus, Ohio.
FRANK P. BYRNE	Detroit, Mich.
CAMILLE WEIDENFELD	Orange, N. J.
WM. M. SMITH	Brooklyn, N Y.
HENRY S. HASTINGS	Angelica, N. Y.
JOHN S. ROCKWELL	Angelica, N. Y.
CLARENCE M. SMITH	Rosebank, N. Y.

Title of company, The Central New York and Western Railroad Company.
General offices at Angelica, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in December.
For information concerning this report, address Henry S. Hastings, Auditor.

CHATEAUGAY RAILROAD.

(Date of charter, May 30, 1879.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	750	$75,000	$75,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$84,189 71
Bridges	.....	18,026 81
Superstructure (including ties)	.....	120,013 29
Land damages	.....	5,085 94
Passenger and freight stations	.....	9,714 18
Engine and car houses	.....	8,652 07
Engineering expenses	.....	7,025 30
Total cost of road	.....	$252,656 10
EQUIPMENT.		
Locomotives	*$4,691 69	$56,500 00
Passenger cars	*332 00	23,600 00
Mail, baggage and express cars	486 54	5,100 00
Freight and other cars	*7,866 07	107,740 00
Total cost of equipment	*$12,408 22	$192,940 00
Grand total cost of road and equipment	*$12,408 22	$445,596 10

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$88,563 50
Less operating expenses (excluding all taxes)		108,762 99
Deficit from operation		$99,199 49
Deductions from income, as follows, viz.:		
Rentals	$12,001 00	
Taxes on property used in operation of road	3,064 73	
Taxes on earnings and capital stock	112 50	
Taxes other than above	438 80	
		15,617 03
Deficit for year ending June 30, 1894		$35,816 45

General Income Account.

Deficit for year ending June 30, 1894	$35,816 45
Surplus up to June 30, 1893	683,719 91
Total surplus June 30, 1894	$647,903 46

DETAILED STATEMENT OF RENTALS.

Plattsburgh and Dannemora	$1 00
Chateaugay Railway	12,000 00
Total amount of rentals deducted from income	$12,001 00

* Credit—shrinkage in inventory values.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$6,550 47			
Freight, local	41,123 63	.....	$47,673 10	$47,673 10
Passengers, through	$2,343 17			
Passengers, local	29,197 88			
		$31,541 05	.....	31,541 05
Mail		5,384 96	.....	5,384 96
Express		2,738 62	.....	2,738 62
Miscellaneous, as follows, viz.:				
Parlor cars	$917 75			
Telegraph	308 02			
		1,225 77	.....	.....
Total gross earnings		$40,890 40	$47,673 10	$88,563 50

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed	$9,044 68	$11,054 62	$20,099 30
Repairs of bridges (including culverts and cattle guards)	1,821 14	2,225 84	4,046 98
Repairs of stations, shops, docks, etc.	418 10	511 02	929 12
Repairs of fences	66 41	81 17	147 58
Other expenses for maintenance of way and structures	3,103 86	3,793 61	6,897 47
Total	$14,454 19	$17,666 26	$32,120 45
Maintenance of equipment:			
Repairs of locomotives	$2,862 76	$3,498 93	$6,361 69
Repairs of cars	2,808 31	7,829 45	10,637 76
Repairs of machinery and tools	2 48	3 03	5 51
Other expenses for maintenance of equipment	76 13	93 05	169 18
Total	$5,749 68	$11,424 46	$17,174 14
Conducting transportation:			
Wages of conductors and men	$3,800 00	$4,644 46	$8,444 46
Wages of engineers and firemen	2,795 59	3,416 84	6,212 43
Fuel for locomotives	8,361 39	10,219 48	18,580 87
Oil and waste	677 70	828 30	1,506 00
Water supply	117 85	144 04	261 89
Other train supplies or expenses	94 01	114 90	208 91
Wages of station agents and clerks	3,014 32	3,684 41	6,698 73
Wages for labor at stations	1,867 74	2,327 25	4,194 99
Station supplies	403 30	492 93	896 23
Wages of watchmen, flagmen and switchmen	1,042 96	1,274 73	2,317 69
Other expenses for conducting transportation	163 91	200 34	364 25
Total	$22,338 77	$27,347 68	$49,686 45
General expenses:			
Salaries of general officers and clerks	$2,161 13	$2,641 35	$4,802 48
General office expenses and supplies	196 15	239 74	435 89
Stationery and printing	353 87	432 52	786 39
Outside agencies and advertising	289 32	353 63	642 95
Loss and damage of freight and baggage	189 14	231 17	420 31
Other general expenses	1,212 24	1,481 62	2,693 86
Total	$4,401 85	$5,380 03	$9,781 88
Grand total operating expenses	$46,914 49	$61,818 43	$108,732 92

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$253,656 10
Cost of equipment	193,940 00
Current assets, as follows, viz.:	
Due by agents	8,326 81
Open accounts	60,914 79
Materials and supplies	10,741 19
Sinking fund	647,903 46
	$1,168,481 85

LIABILITIES.

Capital stock	$75,000 00
Current liabilities, as follows, viz.:	
Open accounts	445,578 39
Profit and loss (surplus)	647,903 46
	$1,168,481 85

Traffic and Mileage Statistics.

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$40,890 40	$46,944 49	$6,054 09
Average per passenger carried	1 48	1 69	21
Average per passenger per mile	042	049	007
Average per passenger train per mile	48	55	07
Freight earnings and expenses (including miscellaneous earnings)	47,673 10	61,818 43	14,145 33
Average per ton of freight carried	81	1 05	24
Average per ton of freight per mile	037	048	011
Average per freight train per mile	65	85	20

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line from Dannemora to Lyon Mountain, single track	18.01	54.81	72.82
Sidings and turnouts on main line	9.71	1.24	10.95
Grand total of tracks, sidings and turnouts	27.72	56.05	83.77
Laid with steel rail, main line	27.72	56.05	83.77

Average life of ties, 5 years; weight of rails per yard—steel, 46 lbs; gauge of track, 3 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Owned or leased.	Miles laid with steel rail.
Plattsburgh and Dannemora	Plattsburgh	Dannemora	15.92	Leased	15.92
Chateaugay Railroad	Lyon Mountain	Saranac Lake	38.89	Leased	38.89

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	2	159
Wooden bridges	16	4,176½
Total	18	4,335½

Description of Road and Equipment.

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	6	.....	6	$8,000	65,000	25	6	.....
Locomotives, 4 drivers	3	2	5	6,000	{55,000 / 35,000}	25	4	.....
Total	9	2	11	.....	.....	.....	10	.....
First class passenger cars	5	3	8	.....	.....	.....	8	8
Second class passenger cars	2	.....	2	.....	.....	.....	2	2
Baggage, mail and express cars	4	.....	4	.....	.....	.....	4	4
Total	11	3	14	.....	.....	.....	14	14
Box freight cars	38	6	44	.....	.....	.....	.....	20
Stock freight cars	244	.....	244	.....	.....	.....	.....	.....
Coal freight cars	17	.....	17	.....	.....	.....	.....	.....
Flat freight cars	111	9	120	.....	.....	.....	.....	40
Caboose, 4-wheel cars	3	.....	3	.....	.....	.....	.....	.....
Snow plow	1	.....	1	.....	.....	.....	.....	.....
Service cars	78	.....	78	.....	.....	.....	.....	.....
Total	492	15	507	.....	.....	.....	.....	60

Passenger cars are equipped with Miller coupler and Eames' brake; freight cars with Smith coupler

Cast-iron split and stub switches in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	93.30
Railroad crossing over or under grade	1
Highway crossings at grade without protection	26
Highway crossing at grade protected by gates or flagmen	1
Highway crossing over or under grade	1
Overhead obstruction less than twenty feet above track	1

Passenger cars are heated by heaters and stoves, lighted with kerosene lamps and ventilated by trunk lights.

National Express Company runs over line at fixed schedule rates.

The company runs parlor cars over line; an additional charge of 1 2-10 cents per mile is made.

Fixed sums per annum, based on weight, received for transportation of United States mail.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	644	1.1
Grain	1,582	2.7
Meats and provisions	486	.8
Live stock	155	.2
Lumber	22,315	38.1
Pig and bar iron and steel	1,779	3.0
Iron or other ores	3,959	6.7
Coal and coke	4,131	7.0
Petroleum and other oils	417	.7
All other manufactures	17,650	30.1
All other merchandise	21	.....
All other agricultural products	3,741	6.3
All other articles not included above	1,639	2.2
Total	58,519	100

EMPLOYES.

Average number of persons employed (including officials) during year	110
Aggregate amount of salaries and wages paid them	$52,770 06

Officers of the Company.

Name.	*Title.*	*Official Address.*
SMITH M. WEED	President	Plattsburgh, N. Y.
F. J. DOMINICK	Vice-President	Plattsburgh, N. Y.
J. N. STOWER	General Manager	Plattsburgh, N. Y.
M. L. FRENCH	Superintendent	Plattsburgh, N. Y.

Directors of the Company.

Name.	*Residence.*
SMITH M. WEED	Plattsburgh, N. Y.
F. J. DOMINICK	Plattsburgh, N. Y.
J. N. STOWER	Plattsburgh, N. Y.

Title of company, Chateaugay Railroad Company.
General offices at Plattsburgh, N. Y.
Date of close of fiscal year, Dec. 31.
For information concerning this report, address M. L. French, Superintendent.

CHATEAUGAY RAILWAY.

LESSOR.

LESSEE—CHATEAUGAY RAILROAD.

(Date of organization, July 12, 1867.)

The Chateaugay Railway Company was formed under the laws of the State of New York, act of the Legislature of April 2, 1850, and amendments thereto, to construct and operate a railroad from Lyon mountain in the State of New York, to Saranac lake, in said State, a distance of 38.89 miles. The road has been leased to the Chateaugay Railroad Company and is now operated by them.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	168	$168,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p. c.				
First mortgage bds.	Aug. 1, 1887	20	6	Aug. & Feb.	$200,000	$200,000	$200,000

Cost of Road.

ROAD.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$188,368
Superstructure (including ties)	47,000
Rails	111,000
Passenger and freight stations	11,200
Engine and car houses	2,200
Fuel and water stations	800
Engineering expenses	12,732
Total cost of road	$368,000

Income Account for Year Ending June 30, 1894.

Gross income from all sources, as follows, viz.:	
Rentals	$12,000
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	12,000

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$368,000

LIABILITIES.

Capital stock	$168,000
Funded debt	200,000
	$368,000

Officers of the Company.

Name.	*Title.*	*Official Address.*
SMITH M. WEED	President	Plattsburgh, N. Y.
M. L. FRENCH	Vice-President	Plattsburgh, N. Y.
J. N. STOWER	General Manager	Plattsburgh, N. Y.

Directors of the Company.

Name.	*Residence.*
SMITH M. WEED	Plattsburgh, N. Y.
R. M. OLYPHANT	New York city.
J. N. STOWER	Plattsburgh, N. Y.
M. L. FRENCH	Plattsburgh, N. Y.
R. A. WEED	Plattsburgh, N. Y.
H. DAVIS	Plattsburgh, N. Y.

Title of company, Chateaugay Railway Company.
General offices at Plattsburgh, N. Y.
Date of close of fiscal year, December 31.
For information concerning this report, address M. L. French, Superintendent.

CHAUTAUQUA LAKE.

For history of organization, etc., see Report of 1889.

Capital Stock and Funded Debt.

CAPITAL STOCK.

See report made by Chautauqua Lake Railway Company for year 1889.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.				
Receiver's certificates ..	Oct. 14, 1890	6	Jan. and July	$35,000	$33,000	$33,000
Receiver's certificates ..	Apl. 22, 1891	6	Jan. and July	8,500	8,500	8,500
Receiver's certificates ..	Jan. 22, 1892	6	Jan. and July	12,500	10,000	10,000
Receiver's certificates ..	Nov. 7, 1892	6	Jan. and July	26,000	25,700	25,700
Total.....	.....	....	.....	$89,000	$77,200	$77,200

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast.....	$74 62	$19,790 71
Land.....	.....	2,362 00
Passenger and freight stations, furniture and fixtures.....	58 50	1,422 45
Sidings and yard extensions.....	115 39	1,081 52
Total cost of road	$248 51	$24,656 68
EQUIPMENT.		
Total cost of equipment.....	.....	46,471 71
Grand total receiver's cost of road and equipment	$248 51	$71,128 39

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Cost of exchange of iron rail for worn steel rail and of taking up and relaying same.....	$74 62
Cost of improvement at Steel street freight yard at Jamestown, N. Y.....	31 55
Cost of extension to coal switch, Fairmount yard, at Jamestown, N. Y.....	35 36
Additional cost of switch at Bayview.....	48 48
Additional cost of new station furniture.....	18 50
Additional cost of depot at Driftwood station.....	40 00
	$248 51

Income Account for Year Ending June 30, 1894.

Gross earnings from operation.....	$48,935 73
Less operating expenses (excluding all taxes).....	40,523 01
Net earnings from operation.....	$8,412 72
Income from other sources, as follows, viz.:	
Miscellaneous	2 17
Gross income from all sources.....	$8,414 89

Deductions from income, as follows, viz.:

Interest due and accrued on receiver's certificates	$4,632 00	
Taxes on property used in operation of road, earnings and capital stock	1,871 78	
Other deductions	906 85	
		$7,410 63
Surplus for year ending June 30, 1894		$1,004 26

General Income Account.

Surplus for year ending June 30, 1894	$1,004 26
Deficit up to June 30, 1893	7,993 27
Total deficit June 30, 1894	$6,989 01

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$17,698 09			
Freight, local	3,032 83	.....	$20,730 92	$20,730 92
Passengers, through	$7,875 69			
Passengers, local	16,767 69			
		$24,643 38	.....	24,643 38
Mail		1,471 56	.....	.....
Express		971 46	.....	.....
Switching, demurrage, etc		.....	1,128 41	1,128 41
Total gross earnings		$27,086 40	$21,849 33	$48,935 73

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed	$2,559 31	$2,559 31	$5,118 62
Repairs of bridges (including culverts and cattle guards)	410 98	410 98	821 97
Repairs of stations, shops, docks, etc	190 33	190 34	380 67
Repairs of fences	8 32	8 32	16 64
Tie renewals	1,468 55	1,468 56	2,937 11
Other expenses for maintenance of way and structures	23 93	23 93	47 86
Total	$4,661 42	$4,661 45	$9,322 87
Maintenance of equipment:			
Repairs of locomotives	$356 19	$356 20	$712 39
Repairs of cars	512 95	398 37	911 32
Repairs of machinery and tools	19 03	19 03	38 05
Other expenses for maintenance of equipment	41 53	41 53	83 06
Total	$929 69	$815 13	$1,744 82
Conducting transportation:			
Wages of conductors and men	$1,964 83	$1,964 83	$3,929 65
Wages of engineers and firemen	2,269 67	2,269 68	4,539 35
Fuel for locomotives	2,643 46	2,643 46	5,286 92
Oil and waste	127 71	127 72	255 43
Water supply	169 04	169 05	338 09
Other train supplies or expenses	70 84	70 84	141 68
Wages of station agents and clerks. Wages for labor at stations.	2,552 83	3,658 49	6,211 32
Station supplies	121 87	121 88	243 75
Wages of watchmen, flagmen and switchmen	330 75	330 75	661 50
Other expenses for conducting transportation	67 69	67 69	135 38
Total	$10,338 68	$11,444 39	$21,783 07

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$1,026 25	$1,026 25	$2,052 50
General office expenses and supplies	76 07	76 08	152 15
Stationery and printing	382 56	382 57	765 13
Outside agencies and advertising	1,356 74	452 25	1,808 99
Loss and damage of freight and baggage	.....	201 40	201 40
Injuries to persons	5 50	.....	5 50
Telegraph maintenance and operation	701 37	701 38	1,402 75
Mileage of cars of other companies (debit balance)	.....	1,006 48	1,006 48
Other general expenses	138 67	138 68	277 35
Total	$3,687 16	$3,985 09	$7,672 25
Grand total operating expenses	$19,616 95	$20,906 06	$40,523 01

Receiver's General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$34,656 68
Cost of equipment		46,471 71
Current assets, as follows, viz.:		
Cash on hand	$1,373 91	
Due by agents	2,703 79	
Open accounts	2,589 34	
Materials and supplies	1,223 96	
Insurance paid not yet accrued	107 50	
Expenses of receivership	17,689 41	
Disbursements account C. L. Ry. Co. over receipts from assets	3,365 99	
		29,053 92
Profit and loss (deficiency)		6,995 01
		$107,177 32

LIABILITIES.

Receiver's certificates		$77,200 00
Current liabilities, as follows, viz.:		
Interest on receiver's certificates, due and accrued	$8,427 70	
Audited vouchers and pay rolls	9,504 39	
Open accounts	9,554 68	
Loans and bills payable	2,490 35	
		29,977 32
		$107,177 32

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	15,654	91,816	107,470
Number of passengers carried one mile	295,707	1,273,008	1,568,715
Number of tons of freight carried	42,813	4,181	46,994
Number of tons of freight carried one mile	874,568	62,378	936,946
Passenger train mileage	.....	.....	50,897
Freight train mileage	.....	.....	19,696
All other train mileage	.....	.....	3,130
Total train mileage	.....	.....	73,723

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$27,086 40	$19,616 95	$7,469 45
Average per passenger carried	2520	1895	0625
Average per passenger per mile	0178	0125	0053
Average per passenger train per mile	5821	3854	1967
Freight earnings and expenses (including miscellaneous earnings)	21,849 33	20,906 06	943 24
Average per ton of freight carried	4649	4448	0201
Average per ton of freight per mile	0233	0223	0010
Average per freight train per mile	1 109	1 061	048

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	2.66	1.31	1.57
Average rate received per mile per ton for carrying freight, all classes	2.02	4.84	2.31

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line laid, single track	23.85	1.20	25.05
Sidings and turnouts	2.25	.....	2.25
Grand total of tracks, sidings and turnouts	26.10	.....	27.30
Laid with steel rail, main line	23.85	.....	.....
Laid with steel rail, branches or other roads	1	.....	.....
Laid with iron rail, branches or other roads	1.25	.....	.....

Average life of ties, 4 years. Weight of rail per yard — steel, maximum, 60 lbs.; minimum, 56 lbs; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire line in N. Y. State.	Owned or leased.	Miles laid with steel rail.
Western New York and Pennsylvania	Mayville Junction..	Mayville..	1.20	Leased....	1.20

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Wooden bridges	1	107	1	107
Wooden trestles	18	1,094	18	1,094
Total	19	1,201	19	1,201

EQUIPMENT.	Number owned.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	5	2–$7,865 3– 3,000	5	.....
First class passenger cars	2	$2,500	2	2
Second class passenger cars	5	1,800	2	5
Baggage, mail and express cars	2	2,500	2	2
Total	9	.....	6	9
Box freight cars	3	$425	.....	.....
Flat freight cars	2	175	.....	.....
Total	5	.....	.....	.....

Westinghouse air brake, Miller platform and coupler in use on road.
Two stub switches in use, the balance are split switches.

Miscellaneous Statistics.

ITEM.	In N. Y. State.
Railroads crossing road at grade	1
Highway crossings at grade without protection	14
Highway crossings at grade protected by gates or flagmen	1

Passenger cars are heated by stoves, lighted by kerosene oil lamps and ventilated by the ordinary deck sash.

American Express Company pays 1½ times first class local freight rates on all regular business, and first class freight rates on special business.

Not a member of any fast freight line. Have a percentage arrangement with Empire Line fast freight, Merchants' Despatch Transportation Company and Red Line Transit Company. We furnish no cars and give no preference in movement.

The United States government receives for transportation of mails $42.75 per mile, subject to fines and deductions.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Products of agriculture	62 56	13.31
Products of animals	8.07	1.72
Products of mines	134.26	28.57
Products of forests	61.79	13.15
Manufactures	85.33	18.15
Merchandise	117.93	2.51
Total	469.94	100

EMPLOYES.

Aggregate amount of salaries and wages paid them..... $34,199 00

Officers of the Company.

Name.	Title.	Official Address.
W. E. GRIGGS	Receiver and Manager	Jamestown, N. Y.
F. S. JONES	General Agent	Jamestown, N. Y.

Title of company, Chautauqua Lake Railway Company.
General offices at Jamestown, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address W. E. Griggs, Receiver.

CHERRY VALLEY, SHARON AND ALBANY.

LESSOR.

LESSEE — ALBANY AND SUSQUEHANNA.

Lease assigned to the Delaware and Hudson Canal Company.

(Date of charter, April 10, 1860.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	10,000	$500,000
Total now outstanding	5,782	289,100

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	June 15, 1869	30	p.c. 7	June 15, Dec. 15	$300,000	$300,000

Cost of Road.

Total cost of road up to June 30, 1894..... $589,199 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Lease of the road..... $11,370 89

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued..... 21,000 00

Deficit for year ending June 30, 1894..... $9,629 11

General Income Account.

Deficit for year ending June 30, 1894	$9,699 11
Deficit up to June 30, 1893	103,062 03
Total deficit June 30, 1894	$112,761 14

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$589,100 00
Profit and loss (deficiency)	112,761 14
	$701,861 14

LIABILITIES.

Capital stock	$289,100 00
Funded debt	300,000 00
Current liabilities, as follows, viz.:	
Delaware and Hudson Canal Company	112,761 14
	$701,861 14

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLIAM H. TILLINGHAST	President	New York city.
F. M. OLYPHANT	Secretary	New York city.
CHARLES A. WALKER	Treasurer	New York city.

Directors of the Company.

Name.	*Residence.*
A. VAN SANTVOORD	New York city.
WILLIAM H. TILLINGHAST	New York city.
T. F. TORREY	New York city.
R. OLYPHANT	New York city.
R. S. GRANT	New York city.
F. M. OLYPHANT	New York city.
C. A. WALKER	New York city.

Title of company, Cherry Valley, Sharon and Albany Railroad Company.
General offices at Cherry Valley, N Y
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address S. T. S. Henry, Auditor, New York city.

CLOVE BRANCH.

(Date of charter, November 21, 1868.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,000	$150,000 00	$150,000 00

Cost of Road and Equipment.

Total cost of road up to June 30, 1894	$150,000 00
Total cost of equipment up to June 30, 1894	39,105 16
Grand total cost of road and equipment	$189,105 16

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$6,374 58
Less operating expenses (excluding all taxes)		9,309 70
Loss from operation		$2,935 12
Income from other sources, as follows, viz.:		
Rent of tenements		68 00
Loss from all sources		$2,867 12
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$284 58	
Taxes on earnings and capital stock	47 72	
		332 30
Deficit for year ending June 30, 1894		$3,199 42

General Income Account.

Deficit for year ending June 30, 1894	$3,199 42
Surplus up to June 30, 1893	38,447 35
Total surplus June 30, 1894	$35,247 93

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, all local		.....	$5,298 42	$5,298 42
Passengers, all local		$133 44	.....	133 44
Miscellaneous, as follows, viz.:				
Car service	$558 22 384 00	.....	942 72	942 72
Total gross earnings		$133 44	$6,241 13	$6,374 58

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track and roadbed	$161 57	$3,069 86	$3,231 43
Repairs of stations, shops, docks, etc	4 14	78 56	82 70
Repairs of fences	5 88	111 63	117 51
Total	$171 59	$3,260 05	$3,431 64
Maintenance of equipment:			
Repairs of locomotives	$2 02	$38 30	$40 32
Repairs of cars	32 96	626 16	659 12
Other expenses for maintenance of equipment	14 25	270 85	285 10
Total	$49 23	$935 31	$984 54
Conducting transportation:			
Wages of conductors and men	$44 38	$843 17	$887 55
Wages of engineers and firemen	52 81	1,003 44	1,056 25
Fuel for locomotives	49 24	935 66	984 90
Oil and waste	2 15	40 86	43 01
Other train supplies or expenses	05	89	94
Wages of station agents and clerks	30 00	570 00	600 00
Station supplies	1 22	23 25	24 47
Total	$179 85	$3,417 27	$3,597 12

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$57 00	$1,083 00	$1,140 00
Stationery and printing	60	11 35	11 95
Insurance	1 60	30 40	32 00
Telegraph operation	3 00	57 00	60 00
Other general expenses	2 62	49 83	52 45
Total	$64 82	$1,231 58	$1,296 40
Grand total operating expenses	$465 49	$8,844 21	$9,309 70

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$150,000 00
Cost of equipment		39,105 16
Other permanent investments, as follows, viz.:		
Real estate		1,223 22
Current assets, as follows, viz.:		
Cash on hand	$2,758 38	
Due by agents	171 90	
Open accounts	1,476 79	
		4,407 07
		$194,735 45

LIABILITIES.

Capital stock		$150,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$385 40	
Open accounts	9,102 12	
		9,487 52
Profit and loss (surplus)		35,247 93
		$194,735 45

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,492
Number of passengers carried one mile	4,315
Number of tons of freight carried	20,549
Number of tons of freight carried one mile	125,108
Total train mileage (mixed)	5,200

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$133 44	$465 49	$332 05
Average per passenger carried	08	31	23
Average per passenger per mile	03	11	08
Average per passenger train per mile	10	36	26
Freight earnings and expenses (including miscellaneous earnings)	6,241 14	8,844 21	$2,603 07
Average per ton of freight carried	34	43	09
Average per ton of freight per mile	05	07	02
Average per freight train per mile	1 60	2 27	67

Item.	Local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	3
Average rate received per mile per ton for carrying freight, all classes	4

Description of Road.

Track.	Miles owned, all in New York State.	Miles operated, all in New York State.	Total miles, all in New York State.
Main line from Clove Branch Junction to Sylvan Lake, single track	4.25	.....	4.25
Branches or other roads laid, single track	.....	4.01	4.01
Total single track	4.25	4.01	8.26
Sidings and turnouts on main line	1.43	.....	1.43
Sidings and turnouts on branches or other roads	.....	.91	.91
Total sidings and turnouts	1.43	.91	2.34
Grand total of tracks, sidings and turnouts	5.68	4.92	10.60
Laid with iron rail, main line	4.25	.....	4.25
Laid with iron rail, branches or other roads	.....	4.01	4.01

Average life of rails—iron, 25 years; average life of ties, 8 years; weight of rails per yard—iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with earth.

DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road.	From	To	Entire length in N. Y. State.	Owned or operated	Miles of sidings.	Miles laid with iron rail.
New York, Boston and Montreal Ry.	Sylvan Lake	Clove Valley.	4.01	4.01	.91	4.99

Bridges.	Entire line in New York State.	
	Number.	Aggregate length.
		Feet.
Iron bridges on N. Y., B. & M. Ry. (operated)	1	50
Wooden bridges—over Fishkill creek, 69 feet; highway, 32 feet	2	101
Wooden trestles—one trestle, 144 feet; one trestle, 34.6 feet	2	178.6
Total	5	329.6

Description of Road — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.
Locomotives, 4 drivers	1	$8,000	75,000	20
Combination cars	1	$1,200	22,000	20
Box freight cars	4	400	18,000	15
Coal freight cars	45	350	17,000	10
Total	49	.....	.....	.....

Ordinary freight brake on cars; link and pin coupler.
Stub or open switch in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation	$1,223 22
Total assessed value of real estate and personal property of company	15,981 00
Highway crossings at grade without protection	7

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	11	.....
Grain	289	1.4
Lumber	59	.3
Iron or other ores	17,887	87.0
Coal and coke	1,673	8.2
Petroleum and other oils	9	.....
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	5	.....
All other manufactures	88	.4
All other merchandise	22	.1
All other agricultural products	383	1.9
All other articles not included above	128	.7
Total	20,549	100

EMPLOYES.

Average number of persons employed (including officials) during year	9
Aggregate amount of salaries and wages paid them	$5,701 98

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN S. SCHULTES	President and Treasurer	Matteawan, N. Y.
WILLIAM A. WELLS	Secretary and General Accountant	Matteawan, N. Y.
W. H. MOORE	General Ticket Agent	Matteawan, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN S. SCHULTZE	Boonton, N. J.
WILLIAM R. SCHULTZE	Manchester, N. J.
WILLIAM S. ENO	Pine Plains, N. Y.
R. G. COFFIN	Millbrook, N. Y.
ALBERT EMANS	La Grange, N. Y.
GEORGE H. BROWN	New York city.
SAMUEL I. WRIGHT	Elizabeth, N. J.
GEORGE POTTER	Billings, N. Y.
S. M. DAVIDSON	Fishkill-on-Hudson, N. Y.
WILLIAM H. MOORE	Matteawan, N. Y.
NORMAN T. PLASS	Copake Iron Works, N. Y.
W. A. WELLS	Moore's Mills, N. Y.

Title of company, Clove Branch Railroad Company.
General offices at Matteawan, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address John S. Schultze, President.

CONESUS LAKE.

OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, May 10, 1889.)

For history of organization, etc., see Report of 1893.
This road is operated by the New York, Lake Erie and Western Railroad Company who own the entire capital stock.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	400	$20,000	.....
Issued on account of construction and now outstanding	382	19,100	$8,104 15

Number of stockholders 8

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Bridges	$1,976 03
Superstructure (including ties)	1,096 59
Rails	7,177 50
Land	1,515 00
Fences	30 00
Passenger and freight stations	495 46
Shops, machinery and tools	39 30
Fuel and water stations	53 83
Engineering expenses	80 60
Interest and discount on stock charged to construction	10,995 55
Telegraph line	345 71
Wharfing	150 00
Total cost of road	$23,845 26
EQUIPMENT.	
Locomotives	$3,182 62
Grand total cost of road and equipment	$27,027 88

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$28,845 26
Cost of equipment	8,182 62
Profit and loss (deficiency)	866 06
	$37,893 96

LIABILITIES.

Capital stock	$19,100 00
Advances New York, Lake Erie and Western Railroad Company	8,793 96
	$37,893 96

Officers of the Company.

Name.	*Title.*	*Official Address.*
LOVETTE P. WEST	President	Lakeville, N. Y.
A. R. MCDONOUGH	Secretary	P. O. Box, 839, New York city.
EDWARD WHITE	Treasurer	P. O. Box, 839, New York city.

Directors of the Company.

Name.	*Residence.*
JOHN KING	New York city.
GEORGE W. QUINTARD	New York city.
J. G. MCCULLOUGH	New York city.
A. R. MCDONOUGH	New York city.
E. B THOMAS	New York city.
LOVETTE P. WEST	Lakeville, N. Y.
CHARLES F. BURGER	Lakeville, N. Y.

Title of company, Conesus Lake Railway Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Saturday in May.
For information concerning this report, address A. R. McDonough, Secretary.

CONNECTING TERMINAL.

(Date of charter, June 7, 1881.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	400	$20,000	$20,000

Number of stockholders 14

FUNDED DEBT.

Designation of Lien.	Date.	Term, years.	Interest. Rate.	Interest. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortgage	May 1, 1883	20	5	May and Nov.	$500,000	$500,000	$500,000

Cost of Road.

Road.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Land, land damages and fences	.....	$395,559 35
Passenger and freight stations	*$18,150 00	277,594 85
Office and department furniture	.....	1,748 48
Total cost of road	*$18,150 00	$604,902 68

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Credited by depreciation in value of property		$20,000 00
Bought elevator pump	$450 00	
Bought purifier	1,400 00	
		1,850 00
		$18,150 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$178,441 77
Less operating expenses (excluding all taxes)		86,064 57
Gross income from all sources		$92,377 20
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$25,000 00	
Taxes on property used in operation of road	8,741 38	
Taxes on earnings and capital stock	80 00	
Taxes other than above	155 03	
		33,996 41
Net income from all sources		$58,380 79
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on $20,000		1,200 00
Surplus for year ending June 30, 1894		$57,180 79

General Income Account.

Surplus for year ending June 30, 1894	$57,180 79
Surplus up to June 30, 1893	354,006 65
Total	$411,187 44

* Credit.

Depreciation year ending June 30, 1894		$15,000 00	
Adjustment for 1893		5,000 00	
			$20,000 00
			$391,267 44
Add interest on insurance scrip			35 34
			$391,293 78
Add other interest, as follows:			
Dr. E. & W. T. Co., June 0, 1893, February 28, 1894	$15,193 82		
February 28, 1894, June 30, 1894	8,585 85		
		$23,779 68	
Less interest on $80,600; note to E. & W. T. Co		4,352 40	
			19,427 28
Total surplus June 30, 1894			$410,720 06

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local	$172,465 56
Miscellaneous	5,976 21
Total gross earnings	$178,441 77

OPERATING EXPENSES.

Repairs of stations, shops, docks, etc	$14,812 48
Conducting transportation:	
Wages of station agents and clerks	$3,360 00
Wages for labor at stations	44,555 47
Other expenses for conducting transportation	7,657 12
Total	$55,572 59
General expenses:	
Salaries of general officers and clerks	$5,250 00
Stationery and printing	260 70
Loss and damage of freight and baggage	1 20
Other general expenses	10,167 60
Total, except taxes	$15,679 50
Grand total operating expenses, except taxes	$86,064 57

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road			$604,902 68
Current assets, as follows, viz.:			
Cash on hand		$7,784 38	
Due by agents		4,109 31	
Open accounts		398,640 36	
			410,534 05
			$1,015,436 73

LIABILITIES.

Capital stock			$20,000 00
Funded debt			500,000 00
Current liabilities, as follows, viz.:			
Interest on funded debt due and accrued		$4,166 67	
Loans and bills payable		80,600 00	
			84,766 67
Profit and loss (surplus)			410,720 06
			$1,015,436 73

Traffic and Mileage Statistics.

ITEM.	All local.
Number of tons of freight carried	546,289
Number of tons of freight carried one mile	546,289

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid, single track	1
Laid with steel rail, main line	1

Weight of rails per yard—steel, maximum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and cinders.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	152,300	27.6
Grain	378,541	68.8
All other merchandise	19,935	3.6
Total	550,736	100

EMPLOYES.

Average number of persons employed (including officials) during year	80
Aggregate amount of salaries and wages paid them	$47,915 47

Officers of the Company.

Name.	*Title.*	*Official Address.*
FRANK J. FIRTH	President	Philadelphia, Pa.
EDWIN T. EVANS	Vice-President	Buffalo, N. Y.
FRANK STALEY	Secretary	Philadelphia, Pa.
P. R. PERKINS	Treasurer	Philadelphia, Pa.
F. HOFFMAN	Auditor	Philadelphia, Pa.
JOHN A. MILLER	Assistant Auditor	Philadelphia, Pa.
JOHN E. PAYNE	Manager	Philadelphia, Pa.
T. M. MOORE	Superintendent	Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
JAS. E. EVANS	Buffalo, N. Y.
EDWIN T. EVANS	Buffalo, N. Y.
FRANK HOFFMAN	Philadelphia, Pa.
HENRY H. HOUSTON	Philadelphia, Pa.
GEORGE B. BONNELL	Philadelphia, Pa.
JOHN E. PAYNE	Philadelphia, Pa.
FRANK J. FIRTH	Philadelphia, Pa.
WM. H. BARNES	Philadelphia, Pa.
WM. M. POTTS	Wyebrooke, Pa.
BENJ. SHAW	Pittsburg, Pa.
FRANK STALEY	Philadelphia, Pa.
WM. W. PORTER	Philadelphia, Pa.
P. R. PERKINS	Philadelphia, Pa.

Title of company, The Connecting Terminal Railroad Company.
General offices at 26 South Fifteenth street, Philadelphia, Pa.
Date of close of fiscal year, February 28.
Date of stockholders' annual meeting, third Tuesday in May.
For information concerning this report, address Frank Staley, Secretary.

COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, April 30, 1888.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	450	$45,000	.....
Issued for actual cash and now outstanding	147	14,700	*$14,730

Number of stockholders 18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.
			Rate.	When payable.	
First mortgage bonds	April 15, 1891	27	p.c. 5	May and Nov.	$45,000

Cost of Road.	Total cost up to June 30, 1894.
Grading, masonry and ballast	$24,103 97
Bridges	1,849 58
Superstructure (including ties)	1,743 25
Rails	7,961 44
Land and land damages	2,337 78
Fences and telephone	773 80
Passenger and freight stations	342 76
Engineering expenses	757 31
Total cost of road	$39,874 89

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$59,880 76
Less operating expenses (excluding all taxes)		40,150 91
Net earnings from operation		$19,729 85
Income from other sources, as follows, viz.:		
Rent of buildings		466 63
Gross income from all sources		$20,196 48
Deductions from income, as follows, viz.:		
Rentals	$9,9.2 39	
Taxes on property used in operation of road, on earnings and capital stock	1,711 43	
Interest on floating debt	2,109 29	
		13,733 11
Surplus for year ending June 30, 1894		$6,463 37

* Thirty dollars received on account of three shares not yet issued.

General Income Account.

Surplus for year ending June 30, 1894	$6,463 37
Surplus up to June 30, 1893	2,322 03
Total surplus June 30, 1894	$8,785 40

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$33,144 89	$33,144 89
Passengers, all local	$24,348 55	.....	24,348 55
Mail	985 64	.....	985 64
Express	1,401 68	.....	1,401 68
Total gross earnings	$26,735 87	$33,144 89	$59,880 76
OPERATING EXPENSES.			
Maintenance of way and structures:			
Repairs of track and roadbed	$8,563 62	$4,281 81	$12,845 43
Repairs of bridges (including culverts and cattle guards)	1,106 46	553 26	1,659 72
Repairs of stations, shops, docks, etc.	407 94	203 97	611 91
Repairs of fences	275 42	137 72	413 14
Total	$10,353 44	$5,176 76	$15,530 20
Maintenance of equipment:			
Repairs of locomotives	$1,570 00	$785.00	$2,355 00
Repairs of cars	2,442 81	1,174 44	3,617 25
Repairs of machinery and tools	461 02	230 52	691 54
Total	$4,473 83	$2,189 96	$6,663 79
Conducting transportation:			
Wages of conductors and men	$1,642 44	$821 22	$2,463 66
Wages of engineers and firemen	1,786 76	893 38	2,680 14
Fuel for locomotives	3,475 29	1,737 64	5,212 93
Oil and waste	355 35	177 67	533 02
Water supply	195 73	97 87	293 60
Other train supplies or expenses	32 23	16 12	48 35
Wages of station agents and clerks	2,525 00	1,262 50	3,787 50
Wages for labor at stations	688 19	344 09	1,032 28
Station supplies	74 37	37 19	111 56
Wages of watchmen, flagmen and switchmen	303 94	151 97	455 91
Total	$11,079 30	$5,539 65	$16,618 95
General expenses:			
General office expenses and supplies	$101 91	$50 96	$153 87
Stationery and printing	302 86	151 43	454 29
Outside agencies and advertising	16 67	8 33	25 00
Legal expenses	18 60	9 30	27 90
Telegraph maintenance and operation	172 67	86 33	259 00
Mileage of cars of other companies (debit balance)	196 61	98 30	294 91
Other general expenses (insurance)	83 67	41 33	124 00
Total	$891 99	$445 98	$1,337 97
Grand total operating expenses	$26,798 56	$13,352 35	$40,150 91

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$39,874 89
Current assets, as follows, viz.:	
Cash on hand	2,843 16
Due by agents	3,084 89
Open accounts	50 31
	$45,853 75

LIABILITIES.

Capital stock	$14,780 00
Current liabilities, as follows, viz.:	
Open accounts	20,686 35
Loans and bills payable	1,600 00
Profit and loss surplus	8,786 40
	$45,803 75

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	54,960
Number of passengers carried one mile	618,671
Number of tons of freight carried	41,622
Number of tons of freight carried one mile	542,937
Passenger train mileage	38,076
Freight train mileage	18,894
Total train mileage	56,970

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including miscellaneous earnings)	$26,735 87	$26,798 56	$62 69
Average per passenger carried	0487	488	001
Average per passenger per mile	0432	0433	0012
Average per passenger train per mile	702	704	002
Freight earnings and expenses (including mismall, express and ceilaneous earnings)	33,144 89	13,352 35	Profit. 19,792 54
Average per ton of freight carried	79	32	47
Average per ton of freight per mile	061	024	037
Average per freight train per mile	1 76	70	1 06

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first class	5
Average rate received per mile for carrying passengers, second class	2.5
Average rate received per mile for carrying passengers, all classes	3.9
Average rate received per mile per ton for carrying freight, all classes	6.1

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line authorized, from Cooperstown to Davenport Center	5.08	19.48	24.56
Main line laid, single track	4.51	19.48	23 99
Sidings and turnouts on main line	.67	2.96	3.63
Grand total of tracks, sidings and turnouts	5.18	22.44	27.62
Laid with steel rail, main line	4.51	19.48	23.99

Average life of rails—steel, about 14 years; average life of ties, 6 years; weight of rails per yard—steel, 55 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	2	212
Wooden bridges	3	382 5-12
Wooden trestles	7	1,919
Total	12	2,513 5-12

EQUIPMENT.	Number leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	4	102,059 120,000 124,000	3	3
First class passenger cars	3	38,300	3	3
Combination cars	1	.....	1	1
Baggage, mail and express cars	1	32,000	1	1
Total	5	.....	5	5
Box freight cars	6	22,000	.....	.....
Flat freight cars	6	16,500 to 19,000	.....	.....
Dirt, 4-wheel cars	8	1,600	.....	.....
Service cars	5	940	.....	.....
Total	25	.....	.....	.....

Eames' vacuum air brake and Westinghouse air brake in use on passenger cars.
Patent safety split rail on nearly all switches from main track.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph and telephone owned and operated by company, miles	25
Railroads crossing road over or under grade	1
Highway crossings at grade without protection	15
Highway crossings over or under grade	2
Overhead obstructions less than twenty feet above track	3

Passenger cars are heated by improved car stoves, lighted by improved oil lamps, and ventilated by top ventilation.

National Express Company runs over line. Paid by the 100 pounds monthly.

No sleeping, parlor or hotel cars are run over line, except for two or three months in the summer season, then by the Wagner Palace Car Co. The railroad company pay mileage at the rate of one cent per mile.

One thousand five hundred and forty-six dollars and seventy-five cents per annum received for transportation of U. S. mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	1,484
Grain	6,394
Meats and provisions	2,777
Live stock	336
Lumber	2,252
Pig and bar iron and steel	243
Iron or other ores	9
Coal and coke	12,890
Petroleum and other oils	406
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	2,202
All other manufactures	1,186
All other merchandise	1,576
All other agricultural products	3,446
All other articles not included above	6,531
Total	41,699

EMPLOYES.

Average number of persons employed (including officials) during year 71

Officers of the Company.

Name.	*Title.*	*Official Address.*
D. E. SIVER	President and Treasurer	Cooperstown, N. Y.
J. K. LEANING	Vice-President	Cooperstown, N. Y.
E. M. HARRIS	General Manager	Cooperstown, N. Y.
GEORGE BROOKS	Secretary	Cooperstown, N. Y.
R. W. ROUNDY	Gen. Freight Ag't and Trainmaster	Cooperstown Junc., N. Y.
F. E. WHITBECK	Accountant	Cooperstown, N. Y.

Directors of the Company.

Name.	*Residence.*
DATUS E. SIVER	Cooperstown, N. Y.
EDWIN M. HARRIS	Cooperstown, N. Y.
JOHN K. LEANING	Cooperstown, N. Y.
GEORGE BROOKS	Cooperstown, N. Y.
J. FRED. RENETTLE	Cooperstown, N. Y.
J. WARREN LAMB	Cooperstown, N. Y.
GEORGE L. GOULD	Cooperstown, N. Y.
EDWIN S. BUNDY	Cooperstown, N. Y.
JAMES W. TUCKER	Cooperstown, N. Y.
THOMAS S. BLODGETT	Cooperstown, N. Y.
CHARLES R. BURCH	Cooperstown, N. Y.
GEORGE N. BISSELL	Milford, N. Y.
ROBERT OBR	West Davenport, N. Y.

Title of company, Cooperstown and Charlotte Valley Railroad Company.
General offices at Cooperstown, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Tuesday in December.
For information concerning this report, address F. E. Whitbeck, Accountant.

COOPERSTOWN AND SUSQUEHANNA VALLEY.

LESSOR.

LESSEE — COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, February 25, 1865.)

For history of organization, etc., see Report of 1892.
Copy of lease attached to original report on file in office of Railroad Commissioners.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	3,500	$350,000	.....
Issued for actual cash	3,010	$301,000	$301,000
Issued on account of construction	64	6,400	6,400
Cash received on account of thirty-two shares never paid in full	.....	.....	1,005
Total now outstanding	3,074	$307,400	$308,405

Number of stockholders 187

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
* First mort. bds...	May 1, 1888	30	p.c 5	May and Nov	$200,000	$199,600	$196,051 11

Cost of Road and Equipment.

ROAD.

	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$261,667 47
Bridges	26,773 30
Superstructure (including ties)	147,605 44
Rails	10,322 24
Land	4,559 65
Land damages	17,187 55
Fences	14,277 35
Passenger and freight stations	15,766 47
Shops, machinery and tools	6,055 05
Fuel and water stations	3,178 94
Engineering expenses	15,370 33
Telegraph line	1,222 44
Total cost of road	$525,416 78

* Bonds sold at par, but on part of the sale a commission of two and one-half per cent. was allowed.

EQUIPMENT.

Locomotives	$34,856 51
Passenger, mail, baggage and express cars	10,868 65
Freight and other cars	10,156 21
Total cost of equipment	$45,861 37
Grand total cost of road and equipment	$571,298 15

General Income Account.

Deficit for year ending June 30, 1894	$296 35
Surplus up to June 30, 1893	89,494 65
Total surplus June 30, 1894	$89,198 30

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$525,416 78
Cost of equipment	45,861 37
Current assets, as follows, viz.:	
Due by agents	18,905 15
	$590,203 30

LIABILITIES.

Capital stock	$308,405 00
Funded debt	199,600 00
Profit and loss (surplus)	83,198 30
	$590,203 30

Officers of the Company.

Name.	*Title.*	*Official Address.*
HORACE LATHROP	President	Cooperstown, N. Y.
ALBERT LANE	Vice-President	Cooperstown, N. Y.
R. J. W. REYNOLDS	Secretary and Treasurer	Cooperstown, N. Y.

Directors of the Company.

Name.	*Residence.*
HORACE LATHROP	Cooperstown, N. Y.
E. M. HARRIS	Cooperstown, N. Y.
ALBERT LANE	Cooperstown, N. Y.
W. H. MICHAELS	Cooperstown, N. Y.
GEORGE BROOKS	Cooperstown, N. Y.
ADDIEL MURPHY	Cooperstown, N. Y.
ALLEN GALLUP	Cooperstown, N. Y.
WHEELER DRAKE	Cooperstown, N. Y.
DATUS E. SIBLEY	Cooperstown, N. Y.
R. J. W. REYNOLDS	Cooperstown, N. Y.
THOMAS W. THAYER	Cooperstown, N. Y.
FRANCIS HEDOCK	Oaksville, N. Y.
LANCELOT TAYLOR	Fly Creek, N. Y.

Title of company, Cooperstown and Susquehanna Valley Railroad Company.
General offices at Cooperstown, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Tuesday in December.
For information concerning this report, address F. E. Whitbeck, Accountant.

DANSVILLE AND MOUNT MORRIS.

(Charter filed in Secretary of State's office October 21, 1891.)

For history of organization, etc., see Report of 1892.

On February 14, 1894, the traffic agreement with the Western New York and Pennsylvania Railroad Company was terminated, and since February 15, 1894, the road has been operated in connection with the New York, Lake Erie and Western Railroad under a traffic agreement made with the receivers of the latter company, which provides for the exchange of business between the two companies. Trains are run to the Mount Morris station where connection is made with Erie trains, the Erie having leased to this company about two miles of the Avon, Geneseo and Mount Morris railroad, together with terminal facilities at Mount Morris.

On June 6 and 8, 1894, Ambrose S. Murray, Jr., was appointed receiver of this company's railroad and property by orders of the Circuit Court of the United States for Southern and Northern Districts of New York, in suit of Edwin A. Stevens v. The Danville and Mount Morris Railroad Company. The receiver qualified June 7, 1894, and took possession June 8, 1894.

This report embraces the results of the operation of the railroad from July 1, 1893 to June 7, 1894, inclusive, under the management of the company's officers, and from June 8 to 30, 1894, inclusive, under its receiver.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of property to committee of E. and G. V. R. R. bondholders, and now outstanding	500	$50,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p.c.			
Mortgage (Farmers' Loan and Trust Co. Trustees)	Oct. 31, 1891	40	5	May & Nov. 1	$150,000	*$150,000

Cost of Road and Equipment.

Grand total cost of road and equipment as reported up to June 30, 1893	$209,556 81

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$9,912 31
Less operating expenses (excluding all taxes)	13,121 75
Deficit for year ending June 30, 1894	$3,209 44

* Issued for purchase of property	$140,000
Held by assets by company under plan of reorganization	10,000
	$150,000

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
Freight, local	$4,947 69
Passengers, local	4,556 53
Express	408 09
Total gross earnings	$9,912 31
OPERATING EXPENSES.	
Maintenance of way and structures:	
Total	$267 34
Maintenance of equipment:	
Total	$103 02
Conducting transportation:	
Pay rolls and transportation	$9,173 89
General expenses:	
Total	$3,578 00
Grand total operating expenses	$13,121 75

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$195,156 21
Cost of equipment	14,400 00
Current assets, as follows, viz.:	
Cash on hand	248 90
Open accounts	267 57
First mortgage bonds	10,000 00
Profit and loss (deficiency)	8,786 56
	$228,859 24
LIABILITIES.	
Capital stock	$50,000 00
Funded debt	150,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	118 44
Loans and bills payable	26,800 00
Receiver's certificates	1,940 80
	$228,859 24

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	.....	14,360	14,360
Number of tons of freight carried	17,008	420.50	17,428.50
Number of tons of freight carried one mile	255,120	2,940	258,060
Freight train mileage	18,000	.....	18,000
Total train mileage	.....	.....	18,000

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line from Dansville to Mt. Morris, single track	12	3	15
Total of branches or other roads authorized	.284	.....	.284
Total single track	12.284	3	15.284
Sidings and turnouts on main line	1.750	.....	1.750
Grand total of tracks, sidings and turnouts	14.034	3	17.034

Average life of ties, 4 years; weight of rails per yard—steel, maximum, 60 lbs.; minimum, 60 lbs.; iron, maximum, 56 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Junction connecting with W. N. Y. & P. R. R. near Sonyea	Near Sonyea	W. N. Y. & P. R. R	.284	.284	Owned.	.284
Junction connecting with N. Y., L. E. & W. R. R. near Mt. Morris town line	Near Mt. Morris town line	N.Y.,L.E. & W.R.R	*	*	Leased.	*

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	1	65
Wooden trestles	41	840
Total	42	905

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.	Number equipped with patent brake.
Locomotives, 4 drivers	2	106,000 94,000	1
First class passenger cars	2	40,000	2
Baggage, mail and express cars	1	30,000	1
Total	3	.....	3
Box freight cars	12	24,000	.....

Air brake and Miller coupler on passenger cars; link and pin on freight cars. Standard Erie switch used exclusively.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	8

Passenger cars are heated by stoves; lighted by oil and ventilated at top of car. Wells Fargo Express Company runs over road at first class freight rates.

* About three miles.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	204
Grain	450
Meats and provisions	362
Live stock	47
Lumber	4,560
Pig and bar iron and steel	30
Coal and coke	4,800
Petroleum and other oils	96
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	415
All other manufactures	1,550
All other merchandise	1,001
All other agricultural products	1,914
All other articles not included above	1,999
Total	17,498

Average number of persons employed (including officials) during year..... 11

Officers of the Company.

Name.	*Title.*	*Official Address.*
PALMER CAMPBELL	President	Hoboken, N. J.
E. A. STEVENS	Vice-President	Hoboken, N. J.
A. S. MURRAY, JR.	Sec'y and Counsel	22 William street, New York city
AUG. STEIN	Treasurer	601 Broadway, Room 103, New York city.
R. P. HUMPHREY	Superintendent	Dansville, N. Y.
A. S. MURRAY, JR	Receiver	22 William street, New York city.
R. P. HUMPHREY	Supt. under Rec'r	Dansville, N. Y.

Directors of the Company.

Name.	*Residence.*
A. S. MURRAY, JR	New York city.
AUG. STEIN	Hoboken, N. J.
PALMER CAMPBELL	Hoboken, N. J.
E. A. STEVENS	Hoboken, N. J.
CHARLES R. SANGS	New York city.
F. M. PERINE	Dansville, N. Y.
CHARLES SHEPARD	Dansville, N. Y.
EDWIN A. S LEWIS	Hoboken, N J.
CHARLES E. TOLHURST	Rutherford, N. J.

Title of company, The Dansville and Mt. Morris Railroad Company.
General offices at 601 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday after fifteenth day of October.
For information concerning this report, address A. S. Murray, Jr., Receiver, 22 William street, New York city.

DELAWARE, LACKAWANNA AND WESTERN.

LESSEE.

For history of organization, etc., see Report of 1892.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$8,506,345 76
Less operating expenses (excluding all taxes)		4,594,559 80
Gross income from all sources		$3,911,785 96
Deductions from income, as follows, viz.:		
Rentals	$2,222,329 33	
Taxes on property used in operation of road	220,029 50	
Taxes on earnings and capital stock	34,600 43	
		2,476,959 26
Surplus for year ending June 30, 1894 (assumed by lessee)		$1,434,826 70

DETAILED STATEMENT OF RENTALS.

Valley Railroad	$57,500 00
New York, Lackawanna and Western railway	1,661,333 33
Cayuga and Susquehanna railway	54,600 00
Greene railroad	26,000 00
Utica, Chenango and Susquehanna Valley railway	140,000 00
Oswego and Syracuse railroad	183,896 00
Total amount of rentals deducted from income	$2,222,329 33

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total
Freight, through	$6,747,663 69			
Freight, local	509,161 08	.....	$7,256,824 77	$7,256,824 77
Passengers, through	$399,987 56			
Passengers, local	508,502 23	$908,489 79	.....	908,489 79
Mail		61,495 68	.....	61,495 68
Express		191,181 99	.....	191,181 99
Miscellaneous, as follows, viz.:				
Sundries	$61,910 22			
Rents	25,888 97			
Telegraph	1,024 84			
Storage	29 50	19,465 02	68,888 51	88,353 53
Total gross earnings		$1,180,632 48	$7,325,713 28	$8,506,345 76

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$24,754 65	$70,455 52	$95,210 17
Steel rails laid, 8,357 tons; cost, $182,017	31,937 10	90,897 89	122,834 99
Repairs of roadbed	81,966 66	233,289 73	315,256 39
Repairs of bridges (including culverts and cattle guards)	4,190 21	11,925 99	16,116 20
Repairs of stations, shops, docks, etc.	23,910 83	68,053 90	91,964 73
Repairs of fences	11,972 43	34,075 39	46,047 82
Other expenses for maintenance of way and structures	31 51	89 70	121 21
Total	$178,763 39	$508,788 12	$687,551 51
Maintenance of equipment:			
Repairs of locomotives	$101,399 67	$240,585 81	$341,985 48
Repairs of cars	61,340 44	442,603 12	503,943 56
Repairs of machinery and tools	6,657 24	18,947 52	25,604 76
Other expenses for maintenance of equipment	655 35	1,865 24	2,520 59
Total	$170,054 70	$704,001 69	$874,054 39
Conducting transportation:			
Wages of conductors and men	$63,581 88	$248,007 37	$311,589 25
Wages of engineers and firemen	72,249 03	269,373 34	341,622 37
Fuel for locomotives	131,388 34	474,343 45	605,731 79
Oil and waste	4,865 84	18,789 57	23,655 41
Water supply	5,285 38	15,043 01	20,328 39
Other train supplies or expenses	41,427 92	54,741 78	96,169 70
Wages of station agents and clerks, and labor at stations	142,229 63	404,807 43	547,037 06
Station supplies	5,787 01	16,385 34	22,142 35
Wages of watchmen, flagmen and switchmen	51,159 38	145,607 48	196,766 86
Other expenses for conducting transportation	2 51	7 18	9 69
Total	$517,946 92	$1,647,105 95	$2,165,052 87
General expenses:			
Salaries of general officers and clerks	$22,602 06	$64,328 96	$86,931 02
General office expenses and supplies	2,615 24	7,443 37	10,058 61
Stationery and printing	4,216 42	12,085 97	16,332 39
Outside agencies and advertising	67,571 41	192,318 64	259,890 05
Legal expenses	6,437 91	18,323 26	24,761 17
Loss and damage of freight and baggage and damage to cattle and property	2,953 23	8,405 33	11,358 56
Injuries to persons	2,776 36	1,908 05	4,684 41
Telegraph maintenance and operation	11,489 10	32,699 77	44,188 87
Mileage of cars of other companies (debit balance)	34,743 77	138,975 10	173,718 87
Other general expenses	15,036 28	220,940 80	235,977 08
Total	$170,471 78	$697,429 25	$867,901 03
Grand total operating expenses	$1,037,234 79	$3,557,325 01	$4,594,559 80

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	279,210	995,197	1,274,407
Number of passengers carried one mile	29,926,830	20,494,784	50,421,614
Number of tons of freight carried	5,813,710	583,531	6,396,241
Number of tons of freight carried one mile	861,121,740	44,846,728	905,968,468
Passenger train mileage	1,207,809	119,463	1,327,272
Freight train mileage	2,587,465	993,999	3,581,464
All other train mileage	.....	.....	1,455,061
Total train mileage	.....	.....	6,463,797

ITEM.	Earnings.	Expenses.	Profit
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$1,180,632 48	$1,037,234 79	$143,397 69
Average per passenger carried	093	081	012
Average per passenger per mile	00234	00205	00029
Average per passenger train per mile	089	078	011
Freight earnings and expenses (including miscellaneous earnings)	7,325,713 28	3,557,325 01	3,768,388 27
Average per ton of freight carried	1 15	056	059
Average per ton of freight per mile	00081	00039	00042
Average per freight train per mile	1 99	097	1 02

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	3	3	3
Average rate received per mile for carrying passengers, second class	2	2	2
Average rate received per mile for carrying passengers, all classes	1.337	2.481	1.802
Average rate received per mile per ton for carrying freight, all classes	.784	1.135	.801

Description of Road and Equipment.

TRACK.	MILES LEASED.	
	Length in New York State.	Entire length.
Main line as leased by the Delaware, Lackawanna and Western Railroad Company, single track	394.33	400.74
Second track	218.19	224 60
Sidings and turnouts	212.10	212.10
Total of tracks, sidings and turnouts	824.62	837.44
Laid with steel rail, main line	612.52	625.34

Average life of rails—steel, 15 years; iron, 6 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF LEASED ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Total	Miles of double track.	Miles laid with steel rail.
Valley R. R	Penn. State line	Binghamton	11.64	11.64	11.64	23.28
N. Y., Lack. & West. Ry	Binghamton	Buffalo	200.58	206.99	200.58	401.16
Buff. city lines & Owego br	.....	.....	7.21	7.21	5.97	13.18
Cay. & Susquehanna R. R.	Susquehanna river.	Ithaca	34.41	34.41	.....	34.41
Greene R. R.	Chenango Forks	Greene	8.10	8.10	.....	8.10
Utica, Che. & Susq. Val. Ry.	Greene	Utica	75.66	75.66	.....	75.66
Richfield Springs branch.	.....	.....	21.75	21.75	.....	21.75
Oswego & Syracuse R. R.	Syracuse	Oswego	34.98	34.98	.....	34.98
			394.33	400.74	218.19	612.52

BRIDGES.	IN NEW YORK STATE		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	257	26,095	265	26,690
Wooden bridges	59	1,673.6	59	1,673.6
Wooden trestles	35	5,344.4	35	5,344.4
Total	351	33,112.10	359	33,707.10

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	5	$11,500	193,000	12	5	5
Locomotives, 6 drivers	123	10,700	165,000	12	123	57
Locomotives, 4 drivers	55	12,000	164,000	12	54	47
Total	183	.....	.....	.....	182	109
First class passenger cars	66	$4,500	45,000	11	66	66
Baggage, mail and express cars	49	2,700	30,000	11	49	49
Total	115	.....	.....	.....	115	115
Box freight cars	4,745	$570	31,000	11	752	1,592
Stock freight cars	122	500	23,000	11	1	1
Coal freight cars	2,256	515	28,000	11	790	1,673
Flat freight cars and gondolas	1,060	500	25,000	11	20	129
Caboose, 4-wheel cars	82	600	12,000	11	.....	2
Caboose, 8-wheel cars	6	800	23,000	11	.....	.....
Service cars	102	125	4,500	11	9	3
Total	8,458	.....	.....	.....	1,572	3,399

Passenger cars are equipped with Westinghouse air-brake and Gould automatic coupler. Freight cars with handbrake and link coupler, also with Westinghouse air-brake and Gould Smillie, Poole and Eastwick and Dowling car coupler.

Wharton split switches used on entire line.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	256	269
Railroads crossing road at grade	16	16
Railroads crossing road over or under grade	21	28
Highway crossings at grade without protection	239	246
Highway crossings at grade protected by gates or flagmen	122	123
Highway crossings over or under grade	54	59
Overhead obstructions less than twenty feet above track	11	13

Passenger cars are heated by steam (Gold system), lighted by Pintsch gas and oil lamps, and ventilated by transom ventilators.

United States Express and Produce Despatch run over lines of road at about $16,000 per month

Sleeping, parlor and hotel cars run over line; owned partly by this company with Pullman's Palace Car Company under agreement dividing net earnings equally and rates made by said Palace Car Company.

Lackawanna line, Great Eastern line, Lackawanna Live Stock Transportation Company, Northwest Despatch Fast Freight Line Company, American Refrigerator Transit Company, runs over lines of road, *pro rata*, use of track, etc. Same conditions as with all other cars. With the Lackawanna and Great Eastern lines both cars of this company and said lines are used. The other lines supply all the cars. All are paid for on a mileage basis. Said cars and freight are moved in same trains with other through freight.

About $61,000 per annum received for transportation of United States mails, per allotments.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	156,464	2.45
Grain	214,984	3.36
Meats and provisions	268,628	4.20
Live stock	156,006	2.44
Lumber	311,432	4.87
Pig and bar iron and steel	134,672	2.11
Iron or other ores	16,292	.25
Coal and coke	3,757,526	58.75
Petroleum and other oils	22,857	.36
All other manufactures	140,820	2.20
All other merchandise	520,149	8.13
All other agricultural products	223,622	3.50
All other articles not included above	472,789	7.39
Total	6,396,941	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	16	6	22
Others	14	13	27
Total	30	19	49

EMPLOYES.

Average number of persons employed (including officials) during year	3,847
Aggregate amount of salaries and wages paid them	$1,918,294 42

Title of company, The Delaware, Lackawanna and Western Railroad Company.
General offices at 26 Exchange Place, New York city.
For information concerning this report, address Fred. F. Chambers, Secretary and Auditor.

DELAWARE AND OTSEGO.

LESSEE — ULSTER AND DELAWARE.

(Date of charter, May 5, 1887.)

For history of organization, etc., see Report of 1893.

At a meeting of the stockholders of the Delaware and Otsego railroad, held January 23, 1893, the right of way, property and franchises of said company (except the franchise to be a corporation) were leased to the Ulster and Delaware railroad for and during the term of 999 years from the first day of February, 1893.

A meeting of the directors was held the same day, and the action of the stockholders was approved and ratified. It was resolved that immediately upon the execution of the lease and the transfer of the capital stock of the said Delaware and Otsego Railroad Company to the Ulster and Delaware Railroad Company, the president of the Delaware and Otsego Railroad Company is hereby authorized to receive from the Ulster and Delaware Railroad Company 125 of its first consolidated mortgage bonds of $1,000 each, and 1,000 shares of capital stock and $65,000 cash.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	5,000	$500,000
Issued for actual cash	680	$68,000
Issued on account of construction	2,318	231,800
Total now outstanding	2,998	$299,800

Number of stockholders 14

Cost of Road.

ROAD.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$157,966 51
Bridges	16,816 79
Superstructure (including ties)	17,202 46
Rails	62,834 73
Land	5 50
Land damages	26,949 26
Fences	992 83
Passenger and freight stations	170 01
Engineering expenses	6,111 76
Interest and discount charged to construction	16,114 41
Total cost of road	$306,586 27

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$306,586 27

LIABILITIES.

Capital stock	$299,800 00
Profit and loss (surplus)	6,786 27
	$306,586 27

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Hobart, N. Y., to Oneonta, N. Y., and from Bloomville, N. Y., to Delhi, N. Y.	35
Main line laid, first or single track	3.79
Total single track	3.79

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES BRAY	President	Rondout, N. Y.
JAMES S. KERR	Vice-President	South Kortright.
R. B. JONES	Secretary	Rondout, N. Y.
J. H. JONES	General Superintendent	Rondout, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES BRAY	Kingston, N. Y.
T. C HOORNBEEK	Kingston, N. Y.
J. H. JONES	Rondout, N. Y.
R. B. JONES	Rondout, N. Y.
N. A. SIMS	Rondout, N. Y.
W. D. MCMILLAN	Rondout, N. Y.
F. D. DEWEY	Rondout, N. Y.
G. D. B. HASBROUCK	Rondout, N. Y.
J. S. KERR	South Kortright.
WM. B. PETERS	Bloomville, N. Y.
ALBERT MORRIS	Oneonta, N Y.
GEO. I. WILBUR	Oneonta, N. Y.
A. C. LEWIS	Oneonta, N. Y.

Title of company, Delaware and Otsego Railroad Company.
General offices at Rondout, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday after first Sunday in December.
For information concerning this report, address R. B. Jones, Secretary.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG.

(Date of charter, December 31, 1872.)

For history of organization etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued on account of construction and now outstanding	13,000	$1,300,000	$1,300,000

Number of stockholders 20

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage bds.	1870	30	7	June & Dec.	$2,000,000	$2,000,000	$2,000,000
Second mort. bds...	1872	28	7	April & Oct.	1,000,000	700,000	700,000
Third mort. bds....	1872	28	7	April & Oct.	200,000	200,000	200,000
Total					$3,200,000	$2,900,000	$2,900,000

Cost of Road and Equipment.

Total cost of road	$4,278,531 67
Total cost of equipment	262,735 00
* Grand total cost of road and equipment	$4,541,266 67

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$243,998 10
Less operating expenses (excluding all taxes)		346,938 99
Deficit from operation		$102,940 89
Income from other sources, as follows, viz.:		
Rents	$89 00	
Miscellaneous	150 00	
		239 00
Deficit from all sources		$102,401 89
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$10,327 45	
Taxes on earnings and capital stock	1,178 43	
		11,505 88
Deficit for year ending June 30, 1894		$114,907 77

General Income Account.

Deficit for year ending June 30, 1894	$114,907 77
Surplus up to June 30, 1893	181,157 82
Total surplus June 30, 1894	$66,250 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.		Passenger.	Freight.	Total.
Freight, through	$103,880 45			
Freight, local	39,473 76	.....	$143,354 21	$143,354 21
Passengers, through	$6,429 21			
Passengers, local	82,064 46			
		$88,493 67	.....	88,493 67
Mail		8,000 09	.....	8,000 09
Express		2,683 03	.....	2,683 03
Miscellaneous, as follows, viz.:				
Excess baggage and storage	$697 60			
Milk	69 50			
		767 10	.....	767 10
Total gross earnings		$99,943 89	$143,354 21	$243,298 10

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$65,008 62	$45,175 48	$110,184 10
Repairs of roadbed	21,076 00	14,646 01	35,722 01
Repairs of bridges (including culverts and cattle guards)	35,955 90	24,966 30	60,922 20
Repairs of stations, shops, docks, etc.	7,228 09	3,164 98	10,393 07
Repairs of fences	1,178 77	819 14	1,997 91
Other expenses for maintenance of way and structures	998 76	694 06	1,692 82
Total	$131,446 14	$89,485 97	$220,932 11

* This company was formed by the consolidation of three other companies, as heretofore reported. These companies kept no account of the distribution of their construction and equipment expenditures, and this company is, therefore, unable to give any details.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$1,184 05	$8,391 63	$8,575 68
Repairs of cars	3,225 34	5,903 69	9,129 03
Repairs of machinery and tools	478 76	332 70	811 46
Other expenses for maintenance of equipment	3,108 55	1,596 26	4,704 81
Total	$7,996 70	$10,224 28	$18,220 98
Conducting transportation:			
Wages of conductors and men	$4,750 22	$8,575 20	$13,325 42
Wages of engineers and firemen	7,940 91	10,579 74	18,520 65
Fuel for locomotives	5,256 36	8,478 61	13,734 97
Oil and waste	508 28	353 22	861 50
Water supply	856 23	595 00	1,451 23
Other train supplies or expenses	71 95	68 95	240 90
Wages of station agents and clerks	4,406 08	7,993 99	12,400 07
Wages for labor at stations	2,631 71	4,199 98	6,831 69
Station supplies	116 94	59 83	175 77
Wages of watchmen, flagmen and switchmen	307 52	578 22	885 74
Other expenses for conducting transportation	1,483 86	3,035 01	4,517 87
Total	$28,313 06	$44,617 75	$72,935 81
General expenses:			
Salaries of general officers and clerks	$4,699 50	$6,321 30	$11,020 80
General office expenses and supplies	194 71	135 30	330 01
Stationery and printing	804 87	772 93	1,577 80
Outside agencies and advertising	124 99	413 92	538 91
Legal expenses	309 12	214 80	523 92
Loss and damage of freight and baggage	.....	630 66	630 66
Damage to cattle and property	233 50	802 50	1,035 00
Injuries to persons	3,779 42	29 50	3,808 92
Telegraph maintenance and operation	3,624 9.	3,488 .3	7,113 04
Mileage of cars of other companies (debit balance)	43 13	7,976 91	8,020 04
Other general expenses	153 59	107 40	260 99
Total	$13,967 14	$20,882 95	$34,850 09
Grand total operating expenses	$18 ,728 04	$165,210 95	$346.938 99

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,278,531 67
Cost of equipment		262,735 00
Current assets, as follows, viz.:		
Cash on hand	$2,929 91	
Due by agents	6,8[illegible] 81	
Open accounts	5,174 89	
Materials and supplies	8,438 66	
		23,385 27
		$4,564,641 94

LIABILITIES.

Capital stock		$1,300,000 00
Funded debt		2,900,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$29,3[illegible] 06	
Open accounts	[illegible]	
Loans and bills payable	267,000 00	
Sundries	20,[illegible]	
		[illegible] 89
Profit and loss (surplus)		[illegible] 05
		$4,564,641 94

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	8,426	197,474	205,900
Number of passengers carried one mile	266,119	3,150,870	3,416,989
Number of tons of freight carried	150,527	56,627	207,154
Number of tons of freight carried one mile	8,450,501	1,590,090	10,040,591
Passenger train mileage	.....	.....	123,920
Freight train mileage	.....	.....	86,177
All other train mileage	.....	.....	42,550
Total train mileage	.....	.....	252,647

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$99,948 89	$181,728 01	$81,784 15
Average per passenger carried	4854	8826	3972
Average per passenger per mile	0292	0532	0240
Average per passenger train per mile	81	147	66
Freight earnings and expenses (including miscellaneous earnings)	143,354 21	165,210 95	21,856 74
Average per ton of freight carried	6920	7975	1055
Average per ton of freight per mile	0143	0165	0022
Average per freight train per mile	1 663	1 166	503

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	2 416	2.605	2.580
Average rate received per mile per ton for carrying freight, all classes	1.23	2.48	1.43

Description of Road and Equipment.

TRACKS.	OWNED.	
	In N. Y. State.	Entire length.
Main line authorized from Dunkirk, N. Y., to Titusville, Pa., single track	42.3	90.6
Sidings and turnouts on main line	5.7	15.8
Grand total of tracks, sidings and turnouts	48.	106.4
Laid with steel rail, main line	42.3	90.6

Average life of rails—steel, 15 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 lbs.; minimum, 56 lbs; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LENGTH.	
	Number.	Aggregate length	Number.	Aggregate length
		Feet.		*Feet.*
Iron bridges	8	853	14	1,363
Wooden bridges	6	338	14	970
Wooden trestles	6	538	23	4,053
Total	20	1,729	51	6,386

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight, of each in lbs.	Average life of each, in years	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	7	10	$38,000	117,000	20	8	3
First class passenger cars	6	6	12	$4,000	39,000	20	11	11
Second class passenger cars	3	....	3	3,000	37,000	....	3	3
Baggage, mail and ex. cars	2	....	2	2,800	36,000	....	2	2
Total	11	6	17	.....	.....	....	16	16
Box freight cars	24	76	100	$450	21,000	30	.....	.....
Flat freight cars	61	....	61	300	15,000	30	.....	.....
Caboose, 6-wheel cars	5	....	5	500	21,000	30	.....	.....
Service cars	3	....	3	600	18,000	30	.....	.....
Total	93	76	169	.....	.....	....	.....	.....

Passenger and freight cars equipped with Westinghouse automatic brake and Miller coupler.

Safety split switches are used for all renewals on line of road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph operated by company, miles	42½	42½
Railroads crossing road at grade	4	5
Railroads crossing road over or under grade	.....	1
Highway crossings at grade without protection	30	64
Highway crossings at grade protected by gates or flagmen	1	1
Highway crossings over or under grade	1	3
Overhead obstructions less than twenty feet above track	.....	1

Passenger cars heated by Martin heater, with steam from locomotive, lighted with oil lamps and ventilated by slat and transom ventilators.

American Express Company runs over road and charges one and one-half times first class rates.

Red Line Transit Company, Merchants' Despatch Transportation Company, Nickel Plate Line, Empire Line, and Green Line Transportation companies operate over line of road.

Compensation for transportation of mails based on average daily weight carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,436	1.66
Grain	6,763	3.26
Meat and provisions	1,792	.86
Live stock	1,442	.70
Lumber	77,686	37.48
Pig and bar iron and steel	1,561	.75
Iron or other ores	118	.06
Coal and coke	21,534	10.39
Petroleum and other oils	39,949	19.28
All other manufactures	7,981	3.85
All other merchandise	12,6[illegible]6	6.08
All other agricultural products	15,041	7.26
All other articles not included above	18,050	8.72
Total	207,154	100

NUMBER OF ACCIDENTS.

	Injured	Killed.	Total.
Passengers	1	.....	1
Employes	9	.....	9
Others	2	1	3
Total	12	1	13

EMPLOYES.

Average number of persons employed (including officials) during year 220
Aggregate amount of salaries and wages paid them ..... $148,[illegible] 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHAUNCEY M. DEPEW	President	Grand Central station, New York city.
H. WALTER WEBB	Vice-President	Grand Central station, New York city.
DWIGHT W. PARDEE	Secretary	Grand Central station, New York city.
EDWARD V. W ROSSITER	Treasurer	Grand Central station, New York city.
JOHN CARSTENSEN	Comptroller	Grand Central station, New York city.

Directors of the Company.

Name.	*Residence.*
CHAUNCEY M. DEPEW	New York city.
CORNELIUS VANDERBILT	New York city.
WILLIAM K VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
EDWIN D. WORCESTER	New York city.
CHARLES L. CLARK	New York city.
HORACE J. HAYDEN	New York city.
SAMUEL F. BARGER	New York city.
H. WALTER WEBB	New York city.
DWIGHT W PARDEE	Brooklyn, N. Y.
DARWIN THAYER	Fredonia, N. Y.
OSCAR W. JOHNSON	Fredonia, N. Y.
RASSELAS BROWN	Warren, Pa.

Title of company, Dunkirk, Allegheny Valley and Pittsburg Railroad Company.
General offices at Dunkirk, N Y. Principal office, Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in December.
For inform tion concerning this report, address John Carstensen, Comptroller, Grand Central station, New York city.

ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 7, 1884.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase price and now outstanding	200,000	$2,000,000

Number of stockholders 21

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p.c			
First preferred mortgage bonds	April 1, 1884	30	6	April 1, Oct. 1	$750,000	$750,000
First mortgage bonds	April 1, 1884	30	5	April 1, Oct. 1	1,250,000	1,250,000
Total	.....	....	....	.....	*$2,000,000	$2,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Bridges	$5,366 00	$49,694 86
Superstructure (including ties)	1,055 02	24,972 71
Rails	.....	11,881 06
Land	993 06	68,958 91
Passenger and freight stations	183 74	23,117 57
Engine and car houses	.....	11,483 11
Shops, machinery and tools	230 00	15,623 85
Fuel and water stations	.....	5,316 44
Total cost of road	$7,926 84	$211,048 48
EQUIPMENT.		
Locomotives	.....	$139,143 45
Passenger cars	.....	16,341 44
Mail, baggage and express cars	$91 89	3,180 71
Freight and other cars	3,996 56	77,385 42
Total cost of equipment	$4,088 45	$236,050 02
Cost of road and equipment at date of purchase	.....	3,939,271 22
Grand total cost of road and equipment	$12,015 29	$4,386,369 72

* Paid for road and equipment.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Iron bridge at Oneida Creek		$5,266 00
Extension at Elmira, transfer railway	$869 83	
New switches	185 19	
		1,055 02
Land at Camden	$380 00	
Land at Vienna	65 00	
Land at South Bay	400 00	
Land at Breeseport	148 08	
		993 08
Milk station at Cuyler	$57 74	
New heater for Elmira depot	225 00	
		282 74
New portable drill for shop		230 00
Heating equipment for baggage car No. 7		91 89
Six new box cars, built	$3,536 04	
One new gondola car, built	460 52	
		3,996 56
		$12,015 29

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$363,374 75
Less operating expenses (excluding all taxes)		249,726 91
Net earnings from operation		$113,647 84
Income from other sources, as follows, viz.:		
Rents	$353 04	
Engine service	1,169 50	
Miscellaneous	129 02	
		1,651 56
Gross income from all sources		$115,299 40
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$46,400 00	
Rentals	18,000 00	
Taxes on property used in operation of road	19,921 55	
Taxes on earnings and capital stock	1,204 35	
Salaries and expenses of railroad commission	671 00	
		86,196 90
Surplus for year ending June 30, 1894		$29,102 50

General Income Account.

Surplus for year ending June 30, 1894	$29,102 50
Surplus up to June 30, 1893	386,467 09
	$415,569 59
Item charged direct to profit and loss	3,945 60
Total surplus June 30, 1894	$411,613 99

DETAILED STATEMENT OF RENTALS.

The Canastota Northern Railroad	$18,000 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through and local		.....	$199,371 28	$199,371 28
Passengers, through	$30,633 11			
Passengers, local	104,795 86			
		$135,428 97	.....	135,428 97
Mail		12,948 07	.....	12,948 07
Express		13,440 00	.....	13,440 00
Miscellaneous, as follows, viz.:				
Telegraph		248 21	172 48	420 69
Extra baggage		1,525 74	.....	1,525 74
News privilege		240 00	.....	240 00
Total gross earnings		$163,830 99	$199,543 76	$363,374 75

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track and roadbed	$30,305 94	$21,060 06	$51,366 00
Repairs of bridges (including culverts and cattle guards)	3,838 29	2,667 28	6,505 57
Repairs of stations, shops, docks, etc	2,294 87	1,594 74	3,889 61
Repairs of fences	1,428 94	993 00	2,421 94
Other expenses for maintenance of way and structures	5,843 81	4,060 95	9,904 76
Total	$43,711 85	$30,376 03	$74,087 88
Maintenance of equipment:			
Repairs of locomotives	$8,314 25	$5,777 70	$14,091 95
Repairs of cars	3,263 66	4,539 78	7,803 44
Repairs of machinery and tools	422 36	293 50	715 86
Other expenses for maintenance of equipment	1,776 68	1,234 64	3,011 32
Total	$13,776 95	$11,845 62	$25,622 57
Conducting transportation:			
Wages of conductors and men	$8,075 13	$16,311 58	$24,386 71
Wages of engineers and firemen	8,476 68	13,875 42	22,352 10
Fuel for locomotives	19,756 19	13,728 88	33,485 07
Oil and waste	672 88	467 59	1,140 47
Water supply	420 15	291 96	712 11
Other train supplies or expenses	155 61	108 13	263 74
Wages of station agents and clerks	10,464 19	7,271 73	17,735 92
Wages for labor at stations	2,050 54	1,424 96	3,475 50
Station supplies	941 75	654 44	1,596 19
Wages of watchmen, flagmen and switchmen	920 96	639 99	1,560 95
Other expenses for conducting transportation	2,270 86	1,578 05	3,848 91
Total	$54,204 94	$55,352 73	$110,557 67
General expenses:			
Salaries of general officers and clerks	$10,549 20	$7,330 80	$17,880 00
General office expenses and supplies	865 48	601 43	1,466 91
Stationery and printing	793 47	551 40	1,344 87
Outside agencies and advertising	112 06	77 87	189 93
Legal expenses	1,773 44	1,231 69	3,004 13
Loss and damage of freight and baggage	.....	81 58	81 58
Damage to cattle and property	800 23	1,861 48	2,661 71
Injuries to persons	369 93	257 07	627 00
Telegraph maintenance and operation	1,674 96	1,163 26	2,837 22
Mileage of cars of other companies (debit balance)	133 48	7,221 54	7,355 02
Other general expenses	1,186 15	824 27	2,010 42
Total	$18,256 40	$21,202 39	$39,458 79
Grand total operating expenses	$129,950 14	$119,776 77	$249,726 91

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$4,386,369 72
Current assets, as follows, viz.:		
Cash on hand	$28,0 4 57	
Due by agents	8,521 71	
Open accounts	19,141 04	
Materials and supplies	11,149 93	
Sundries	10,998 00	
		77,825 25
		$4,464,194 97

LIABILITIES.

Capital stock		$2 000,000 00
Funded debt		2,000,000 00
Current liabilities as follows, viz.:		
Interest on funded debt due and accrued	$11,600 00	
Audited vouchers and pay rolls	17,758 68	
Open accounts	23,2.2 30	
		52,550 98
Profit and loss (surplus)		411.613 99
		$4,464,191 97

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	43,810	220,353	264,163
Number of passengers carried one mile	.....	.....	5,711,377
Number of tons of freight carried	207,275	47,933	255,08
Number of tons of freight carried one mile	.....	.....	19,008,691
Passenger train mileage	.....	.....	231,718
Freight train mileage	.....	.....	163,282
All other train mileage	.....	.....	71,9.6
Total train mileage	.....	.....	466,976

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$163,880 99	$129,950 14	$33,880 85
Average per passenger carried	6209	4919	1283
Average per passenger per mile	0287	0228	0059
Average per passenger train per mile	7070	5608	1462
Freight earnings and expenses (including miscellaneous earnings)	199,543 76	119,776 77	79,766 99
Average per ton of freight carried	7819	4693	3126
Average per ton of freight carried per mile	0105	0063	0042
Average per freight train per mile	1 22	73	49

ITEM. Computed on earnings from carrying passengers and freight only	Through and local. Cents.
Average rate received per mile for carrying passengers, all classes	2.87
Average rate received per mile, per ton, for carrying freight, all classes	1.05

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Elmira, N. Y., to Canastota, N. Y., single track	118.70	....	118.70
Branches, or other roads, single track	.....	20.73	20.73
Total single track	118.70	20.73	139.43
Sidings and turnouts on main line	26.47	.....	26.47
Sidings and turnouts on branches or other roads	.....	2.76	2.76
Total sidings and turnouts	26.47	2.76	29.23
Grand total of tracks, sidings and turnouts	145.17	23.49	168.66
Laid with steel rail, main line	118.70	..	118.70
Laid with steel rail, branches or other roads	.....	20 73	20.73

Weight of rails per yard—steel, maximum, 70 lbs.; minimum 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Canastota Northern Railroad.	Canastota, N. Y....	Camden, N. Y..	20.73	Leased ...	20.73

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	15	2,732
Wooden bridges	1	112
Wooden trestles	105	13,430
Total	121	16,274

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	2	$8,700	140,400	2	.....
Locomotives, 6 drivers	13	9,231	144,000	13	.....
Locomotives, 4 drivers	8	5,000	140,000	7	.....
Total	23	.....	.....	22	.....
First class passenger cars	13	.....	45,000	13	13
Combination passenger cars	3	.....	38,000	3	3
Baggage, mail and express cars	5	.....	38,000	5	5
Total	21	.....	.....	21	21
Box freight cars	45	.....	27,250	.....	17
Stock freight cars	2	.....	.....	.....	2
Coal freight cars	124	.....	21,500	.....	7
Flat freight cars	26	.....	.....	.....	.....
Caboose, 4-wheel cars	6	.....	15,500	.....	.....
Service cars	3	.....	.....	.....	.....
Total	206	.....	.....	.....	26

Eames' brake and Miller coupler on passenger cars. Van Dorston and Gould couplers on freight cars.

One hundred and nineteen split and sixty-two stub switches on line of road.

Miscellaneous Statistics.

ITEM.	All in New York State.
Telegraph owned and operated by company, miles	139.43
Total assessed value of real estate and personal property of company	$898,481 00
Railroads crossing road at grade	7
Railroads crossing road over or under grade	2
Highway crossings at grade without protection	151
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	11
Overhead obstructions less than twenty feet above track	3

Passenger cars are heated by steam, lighted by oil and ventilated by Creamer ventilators in deck and sash in doors.

National Express runs over our lines at agreed rates.

United States mail is carried between Elmira and Canastota on two trains per day, except Sundays, at $12,898 34 per annum. Also between Canastota and South Bay on one train per day, except Sundays, at $259.06 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	6,184	2.4
Grain	11,867	4.7
Meats and provisions	9,310	3.6
Live stock	1,361	.5
Lumber	23,850	9.3
Pig and bar iron and steel	3,247	1.3
Coal and coke	105,555	41.4
Petroleum and other oils	2,555	1
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	29,010	11.4
All other manufactures	12,170	4.8
All other merchandise	9,363	3.7
All other agricultural products	22,825	8.9
All other articles not included above	17,962	7
Total	255,908	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	4	1	4
Others	3	1	5
Total	7	2	9

EMPLOYES.

Average number of persons employed (including officials) during year	309
Aggregate amount of salaries and wages paid them	$165,943 76

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE S. EDGELL	President	192 Broadway, New York city.
HENRY W. MAXWELL	Vice-President	192 Broadway, New York city.
WILLIAM J. HEHRE	Treasurer	192 Broadway, New York city.
CHARLES M. REYNOLDS	Secretary	192 Broadway, New York city.
ALBERT ALLEN	Gen. Superintendent,	Cortland, N. Y.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
GEORGE S. EDGELL	New York city.
J. ROGER MAXWELL	Brooklyn, N. Y.
HENRY W. MAXWELL	Brooklyn, N. Y.
J. D. CAMPBELL	Philadelphia, Pa.
WILLIAM J. HEHRE	Hollis, L. I.
A. N. HEHRE	Hollis, L. I.
E. R. REYNOLDS	New York city.
CHARLES M REYNOLDS	New York city.
FREDERICK COOK	Orange, N. J.
W. J. KELLEY	Brooklyn, N. Y.
J. K. O. SHERWOOD	Glen Cove, L. I.
W. G. BOSWORTH	New York city.

Title of company, The Elmira, Cortland and Northern Railroad Company.
General offices at Elmira, N Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in March.
For information concerning this report, address M. A. Smith, Auditor.

ELMIRA AND LAKE ONTARIO.

LESSOR.

LESSEE—NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, December 31, 1856.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, and now outstanding.....	15,000	$1,500,000

Number of stockholders..... 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount outstanding.
			Rate.	When payable.	
First mortgage Sodus Bay and Southern Railroad Company.....	July 1, 1881	40	p c 5	Jan. 1, July 1	$500,000

Cost of Road.

Total cost of road up to June 30, 1894..... $2,000,000 00

Income Account for Year Ending June 30, 1894.

Net deficit from operation, including taxes except on capital stock.....		$12,177 29
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$25,000 00	
Taxes on capital stock	225 00	
Interest on equipment	16,458 91	
Other deductions.....	1,620 30	
		43,504 21
Deficit for year ending June 30, 1894.....		$55,681 50

General Income Account.

Deficit for year ending June 30, 1894	$55,681 50	
Deficit up to June 30, 1893.....	7,333 17	
		$63,014 67
Less amount for year ending December 31, 1893, credited or reduced from the account.....		10,298 98
Total deficit June 30, 1894		$52,715 69

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,000,000 00
Current assets, as follows, viz.:		
Cash on hand		12,500 00
Profit and loss (deficiency)		52,715 69
		$2,065,215 69

LIABILITIES.

Capital stock		$1,500,000 00
Funded debt		500,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$12,500 00	
Open accounts	52,715 69	
		65,215 69
		$2,065,215 69

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE B. ROBERTS	President	Philadelphia, Pa.
FRANK THOMSON	Vice-President	Philadelphia, Pa.
STEPHEN W. WHITE	Secretary	Philadelphia, Pa.
A. W. HENDRIX	Treasurer	Baltimore, Md.

Directors of the Company.

Name.	*Residence.*
GEORGE B. ROBERTS	Philadelphia, Pa.
FRANK THOMSON	Philadelphia, Pa.
JOHN N. HUTCHINSON	Philadelphia, Pa.
HENRY D. WELSH	Ph ladelphia, Pa.
JOHN P GREEN	Philadelphia, Pa.
STEPHEN W. WHITE	Philadelphia, Pa.
CHARLES E PUGH	Philadelphia, Pa.
Col. E. B. PARSONS	Rodus Point, N. Y.
B. F. NEWDOMER	Baltimore, Md.

Title of company, The Elmira and Lake Ontario Railroad Company.
General offices at 160 Broadway, New York city
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Thursday in May.
For information concerning this report, address A. W. Hendrix, Treasurer, Baltimore, Md.

ELMIRA AND LAKE ONTARIO.

LESSEE.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$575,208 30
Less operating expenses (excluding all taxes)		567,151 11
Gross income from all sources		$8,057 19
Deductions from income, as follows, viz.:		
Rentals, etc	$18,246 21	
Taxes on property used in operation of road	20,234 48	
Taxes on capital stock	225 00	
		38,705 69
Deficit for year ending June 30, 1894		$30,648 50

TOTAL AMOUNT OF RENTALS DEDUCTED FROM INCOME.

Elmira and Lake Ontario Railroad	$18,246 21

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through and local		.....	$368,496 55	$368,496 55
Passengers, through and local		$173,907 67	.....	173,907 67
Mail		13,395 94	.....	13,395 94
Express		6,404 13	.....	6,404 13
Miscellaneous, as follows, viz:				
Rents	$6,993 36			
Sundry sources	3,948 71			
		3,283 62	7,659 45	10,943 07
Miscellaneous passenger		2,061 94	.....	2,061 94
Total gross earnings		$199,053 [illegible]	$376,155 00	$575,208 30

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$17,310 38	$40,390 89	$57,701 27
New steel rails laid, 52.6 tons	849 53	1,982 21	2,831 74
Iron rail s laid	168 18	392 41	560 59
Repairs of roadbed	3,613 60	8,431 71	12,045 31
Repairs of bridges (including culverts and cattle guards)	2,626 60	6,128 71	8,755 31
Repairs of stations, shops, docks, etc.	898 77	6,687 53	7,586 30
Repairs of fences	65 70	386 66	452 36
Other expenses for maintenance of way and structures	3,618 24	8,442 55	12,060 79
Total	$29,250 99	$72,842 67	$102,093 66
Maintenance of equipment:			
Repairs of locomotives	$15,480 90	$33,050 26	$48,531 16
Repairs of cars	13,623 02	47,831 02	61,454 04
Repairs of machinery and tools	742 89	1,733 40	2,476 29
Other expenses for maintenance of equipment	7,331 54	10,961 66	18,293 20
Total	$37,178 35	$93,576 34	$130,754 69
Conducting transportation:			
Wages of conductors and men	$18,304 13	$44,088 45	$62,392 58
Wages of engineers and firemen	10,921 56	33,762 18	44,683 74
Fuel for locomotives	9,846 83	40,778 09	50,624 42
Oil and waste	798 55	1,717 08	2,515 43
Water supply	1,467 06	3,423 15	4,890 21
Other train supplies or expenses	1,384 63	957 11	2,341 74
Wages of station agents and clerks	11,265 93	30,089 03	41,354 96
Wages for labor at stations	1,566 53	11,558 93	13,125 46
Station supplies	1,530 39	1,419 98	2,950 37
Wages of watchmen, flagmen and switchmen	1,945 79	4,714 99	6,640 78
Other expenses for conducting transportation	3,248 68	6,576 60	9,825 28
Total	$62,262 38	$179,085 59	$241,347 97
General expenses:			
Salaries of general officers and clerks	$5,239 74	$12,226 05	$17,465 79
General office expenses and supplies	196 94	459 54	656 48
Stationery and printing	2,742 61	4,734 13	7,476 74
Outside agencies and advertising	3,869 45	5,567 17	9,436 62
Legal expenses	1,071 02	3,165 71	4,236 73
Loss and damage of freight and baggage	355 60	1,704 49	2,060 09
Telegraph maintenance and operation	7,031 85	16,272 71	23,334 56
Mileage of cars of other companies (debt balance)	.....	28,313 78	28,313 78
Total	$20,507 21	$72,447 78	$92,954 79
Grand total operating expenses	$149,198 93	$417,952 38	$567,151 31

Traffic and Mileage Statistics.

	All local.
Number of passengers carried	380,698
Number of passengers carried one mile	8,851,914
Number of tons of freight carried	1,276,465
Number of tons of freight carried one mile	73,622,283
Passenger train mileage	214,687
Freight train mileage	358,987
All other train mileage	119,055
Total train mileage	693,459

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$199,052 30	$149,198 73	$49,853 57
Average per passenger carried	52	39	13
Average per passenger per mile	022	017	005
Average per passenger train per mile	93	70	23
Freight earnings and expenses (including miscellaneous earnings)	376,156 00	417,952 18	Loss. 41,796 18
Average per ton of freight carried	29	33	04
Average per ton of freight per mile	511	568	57
Average per freight train per mile	1 05	1 16	11

ITEM.

ITEM. Computed on earnings from carrying passengers and freight only.	Through and local. Cents.
Average rate received per mile for carrying passengers, all classes	1.958
Average rate received per mile per ton for carrying freight, all classes	.501

Description of Road and Equipment.

TRACK.	Miles leased, all in N. Y. State.
Main line from Chemung Junction to Canandaigua, single track	64.00
Branches or other roads, laid single track	35.61
Total single track	99.61
Second track on main line	1.13
Sidings and turnouts on main line	27.64
Sidings and turnouts on branches or other roads	9.93
Total of sidings and turnouts	37.57
Grand total of tracks, sidings and turnouts	138.31
Laid with steel rail, main line	64.00
Laid with steel rail, branches or other roads	35.61

Average life of rails — steel, 12 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Miles laid with steel rail.
Sodus Bay branch	Stanley	Sodus Point	34.18	34.18
Canandaigua Lake Railroad	Lester St and R. R at Canandaigua	Canandaigua Lake	1.43	1.43

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE. Number.	Aggregate length.
		Feet.
Iron bridges	10	857
Wooden bridges	24	2,050
Wooden trestles	45	3,685
Total	79	6,592

EQUIPMENT.	Number leased.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	12	$9,506 22	172,400	4 1-12	12	.....
Locomotives, 6 drivers	6	7,016 93	136,200	18 6-12	4	.....
Locomotives, 4 drivers	7	8,266 94	136,154	13	7	7
Total	25	.....	.....	.....	23	7
Caboose, 4-wheel cars	19	$600	.....	....	.....	.....
Service cars	49	58	.....	.....	.....	.....
Total	68	.....	.....	.....	.....	.....

Westinghouse automatic air brake and Janney coupler on passenger equipment; hand and air brake, link and pin on freight equipment.

All point switches on main line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	97.40
Total assessed value of real estate and personal property of company	$1,185,774 00
Length of steel rails laid during year in repairs, miles	1.01
Railroads crossing roads at grade	3
Railroads crossing road over or under grade	6
Highway crossings at grade without protection	122
Highway crossings at grade protected by gates or flagmen	4
Highway crossing over or under grade	12
Overhead obstructions less than twenty feet above track	7

Passenger cars are heated by steam and stoves, lighted with oil and gas and ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	25,081	2.0
Grain	33,160	2.6
Meats and provisions	5,065	.4
Live stock	16,137	1.3
Lumber	66,865	5.2
Pig and bar iron and steel	30,141	2.4
Iron or other ores	3,423	.3
Coal and coke	822,962	64.5
Petroleum and other oils	2,164	.2
All other manufactures	135,927	10.7
All other merchandise	17,254	1.3
All other agricultural products	103,068	8.0
All other articles not included above	14,228	1.1
Total	1,275,465	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	18	3	21
Others	2	2	4
Total	20	5	25

Average number of persons employed (including officials) during year 657

Title of lessee company, Northern Central Railway Company.
General offices at Baltimore, Md.
For information concerning this report, address Spencer Meade, Acting Superintendent.

ELMIRA STATE LINE.

LESSOR.

LESSEE — TIOGA OF PENNSYLVANIA.

(Date of charter, April 21, 1872.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,000	$100,000	.....
Issued for actual cash	292	$29,000	$29,200
Issued for organization	610	61,000	.....
Total now outstanding	902	$90,200	$29,200

Number of stockholders 27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage bonds	Oct. 1, 1875	30	p.c. 7	April & Oct.	$160,000	$160,000	$160,000

Cost of Road.

ROAD.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$68,681 12
Bridges	11,678 68
Superstructure (including ties and rails)	88,400 49
Land damages and fences	12,874 97
Passenger and freight stations	3,747 81
Engine and car houses	1,000 00
Engineering expenses	2,876 98
Total cost of road	$189,260 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$189,200 00
Other permanent investments, as follows, viz.:	
Due by the Tioga Railroad Company	61,000 00
	$250,200 00

LIABILITIES.

Capital stock	$90,200 00
Funded debt	160,000 00
	$250,200 00

Description of Road.

TRACK.	Miles owned, all in New York State.
Main line from State Line Junction, N. Y., to Pennsylvania State Line, single track	6.503
Sidings and turnouts on main line	1.463
Grand total of tracks, sidings and turnouts	7.966
Laid with steel rail, main line	6.503

Average life of rails — steel, 12 years, iron, 7 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 63 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN KING	President.	Post-office box 839, New York city.
A. R. MACDONOUGH	Secretary	Post-office box 839, New York city.
EDWARD WHITE	Treasurer	Post-office box 839, New York city.

Directors of the Company.

Name.	*Residence.*
JOHN KING	New York city.
J. G. MCCULLOUGH	New York city.
H. H. COOK	New York city.
E. B. THOMAS	New York city.
A. R. MACDONOUGH	New York city.
J. B. RATHBONE	Elmira, N. Y.
H. D. V. PRATT	Elmira, N. Y.

Title of company, Elmira State Line Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in September.
For information concerning this report, address A. R. Macdonough, Secretary, post-office box 839, New York city.

ELMIRA AND WILLIAMSPORT.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, June 1, 1860.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter, issued on account of the reorganization of the Williamsport and Elmira railroad, foreclosed in 1860, and now outstanding	10,000	$500,000	10,000	$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p. c.			
* Mortgage bonds	May 11, 1860	20	7	.....	.....	.....
extended	Jan. 1, 1880	30	6	Jan. 1, July 1	$1,000,000	$1,000,000
* Income bonds	May 1, 1863	999	5	Apr. 1, Oct. 1	570,000	570,000
Total	.....	....	....	.....	$1,570,000	$1,570,000

† Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Total cost of road	$2,218,000 00
Total cost of equipment	352,000 00
Grand total cost of road and equipment	$2,570,000 00

Income Account for Year Ending June 30, 1894.

Gross income from all sources, as follows, viz.:

From lease of road	$151,500 00
From interest, etc	270 13
From other sources	4,668 00
Total	$156,438 13

* Issued for account of reorganization of the Williamsport and Elmira railroad, foreclosed.

†These items can not be given separately. After reorganization bonds and stocks were issued to amount of $2,570,000 and charged to construction, $2,218,000; to equipment, $352,000.

Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$88,500 00	
Taxes on capital stock	5,200 00	
All other taxes	4,658 00	
Organization expenses	3,254 19	
		$101,622 19
Net income from all sources		$54,815 94
Payments from net income, as follows, viz.:		
Dividends declared, 6.38 per cent. on $500,000 preferred stock	$31,900 00	
Dividends declared, 4.56 per cent. on $500,000 common stock	22,900 00	
		54,800 00
Surplus for year ending June 30, 1894		$15 94

General Income Account.

Surplus for year ending June 30, 1894	$15 94
Surplus up to June 30, 1893	4,526 27
Total surplus June 30, 1894	$4,542 21

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,218,000 00
Cost of equipment		352,600 00
Other permanent investments, as follows, viz.:		
Stock of other companies		2,309 39
Current assets, as follows, viz.:		
Cash on hand	$837 82	
Open accounts	37,625 00	
		38,462 82
		$2,611,762 21

LIABILITIES.

Capital stock	$1,000,000 00
Funded debt	1,570,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt, due and accrued	37,220 00
Profit and loss (surplus)	4,542 21
	$2,611,762 21

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS NEILSON	President	215 So. Fifth street, Philadelphia, Pa.
LEWIS P. GEIGER	Secretary and Treasurer,	409 Chestnut street, Philadelphia, Pa.

Directors of the Company.

Name.	*Residence.*
WM. REID FISHER	Philadelphia, Pa.
LEWIS P. GEIGER	Philadelphia, Pa.
WILLIAM D. NEILSON	Philadelphia, Pa.
MURRAY GORGAS	Philadelphia, Pa.
HENRY A. FONDA	Milton, Pa.
CONRAD DIEHL	New York city.

Title of company, Elmira and Williamsport Railroad Company.
General offices at 215 South Fifth street, Philadelphia, Pa.
Date of close of fiscal year, April 30.
Date of stockholders' annual meeting, first Monday in May.
For information concerning this report, address Lewis P. Geiger, Treasurer.

ELMIRA AND WILLIAMSPORT.

LESSEE.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$350,576 65
Less operating expenses (excluding all taxes)		659,615 68
Gross income from all sources		$190,961 68
Deductions from income, as follows, viz.:		
Rentals, etc	$168,758 70	
Taxes on property used in operation of road	4,082 45	
		172,841 15
Surplus for year ending June 30, 1894		$18,119 67

DETAILED STATEMENT OF RENTALS.

Elmira and Williamsport railroad	$168,758 70

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through and local		.....	$639,673 83	$639,673 83
Passengers, through and local		$177,314 94	.....	177,314 94
Mail		19,860 87	.....	19,860 87
Express		9,854 90	.....	9,854 90
Rents	$144 70			
Sundry sources	776 70			
		184 28	737 12	921 40
Miscellaneous passenger		2,950 11	.....	2,950 11
Total gross earnings		$210,165 10	$640,410 95	$850,576 05

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$10,439 88	$41,759 52	$52,199 40
New steel rails laid, 42.5 tons, cost	1,069 83	4,279 32	5,349 15
Iron rails laid, cost	91 56	366 24	457 80
Repairs of roadbed	2,162 12	8,648 47	10,810 59
Repairs of bridges (including culverts and cattle guards)	2,430 95	9,723 78	12,154 73
Repairs of stations, shops, docks, etc	626 54	2,354 74	2,981 28
Repairs of fences	406 44	1,625 80	2,032 24
Other expenses for maintenance of way and structures	2,156 40	8,625 60	10,782 00
Total	$19,383 72	$77,383 47	$96,767 19
Maintenance of equipment:			
Repairs of locomotives	$14,066 67	$49,119 16	$63,185 83
Repairs of cars	13,994 87	85,149 54	99,144 41
Repairs of machinery and tools	660 27	2,641 08	3,301 35
Other expenses for maintenance of equipment	7,116 50	19,891 78	27,008 28
Total	$35,838 31	$156,801 56	$192,639 87
Conducting transportation:			
Wages of conductors and men	$13,789 53	$51,490 46	$65,279 99
Wages of engineers and firemen	9,918 09	50,042 40	59,960 49
Fuel for locomotives	8,946 16	62,584 46	71,530 62
Oil and waste	725 66	2,550 93	3,276 59
Water supply	1,313 58	5,254 30	6,567 88
Other train supplies or expenses	1,627 68	1,569 61	3,197 29
Wages of station agents and clerks	7,247 60	17,834 55	25,082 15
Wages for labor at stations	967 45	11,996 25	12,963 70
Station supplies	624 14	977 49	1,601 63
Wages of watchmen, flagmen and switchmen	736 52	2,734 40	3,470 92
Other expenses for conducting transportation	2,358 28	5,580 94	7,934 22
Total	$48,199 60	$212,554 79	$260,754 39

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$3,891 98	$15,567 66	$19,459 58
General office expenses and supplies	158 42	633 68	792 10
Stationery and printing	2,000 62	4,678 94	6 679 56
Outside agencies and advertising	3,425 84	6,322 01	9,747 85
Legal expenses	190 00	760 00	950 00
Loss and damage of freight and baggage	313 81	1,555 26	1,869 07
Telegraph maintenance and operation	3,883 00	13,421 77	17,304 77
Mileage of cars of other companies (debit balance)	.....	52,650 65	52,650 65
Total	$13,863 61	$95,589 97	$109,453 58
Grand total operating expenses	$117,285 24	$542,329 79	$659,615 03

Traffic and Mileage Statistics.

Item.	Total.
Number of passengers carried	259,471
Number of passengers carried one mile	8,087,176
Number of tons of freight carried	2,257,729
Number of tons of freight carried one mile	135,458,003
Passenger train mileage	199,379
Freight train mileage	629,608
All other train mileage	91,102
Total train mileage	919,999

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$210,165 10	$117,285 24	$92,879 86
Average per passenger carried	81	45	36
Average per passenger per mile	026	015	011
Average per passenger train per mile	1 05	59	46
Freight earnings and expenses (including miscellaneous earnings)	640,410 95	542,329 79	98,081 16
Average per ton of freight carried	28	24	04
Average per ton of freight per mile	473	400	073
Average per freight train per mile	1 02	86	16

Item.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.909
Average rate received per mile per ton for carrying freight, all classes	.473

Description of Road and Equipment.

Track.	Miles leased. Length in N. Y. State.	Miles leased. Entire length.
Main line from P. & E. junction, Williamsport, to N. Y., L. E. & W junction, Elmira, N. Y., single track	6.50	75.50
Second track, main line	37	.37
Sidings and turnouts on main line	5.76	31.24
Total of tracks, sidings and turnouts	12.63	107.11
Laid with steel rail, main line	12.63	107.11

Average life of rails — steel, 12 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone, gravel and cinders.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	.....	.....	9	200
Wooden bridges	5	548	42	4,517
Wooden trestles	.....	.....	4	767
Total	5	548	55	5,484

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	6	13	19	$9,506 22	171,400	4 1-12	19	.....
Locomotives, 6 drivers	8	2	10	7,016 93	136,200	18 6-12	7	.....
Locomotives, 4 drivers	3	3	6	8,286 94	136,154	13	6	6
Total	17	18	35	.....	.....	.....	32	6
Caboose, 4-wheel cars	.....	31	31	$600 00	.....	.....	.....	.....
Service cars	58	23	81	58 00	.....	.....	.....	.....
Total	58	54	112	.....	....	.....	.....	.....

Westinghouse automatic air brake and Janney coupler on passenger equipment. Hand and air brake and link and pin and Janney coupler on freight equipment.

All point switches on main track.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	6.50	75.50
Total assessed value of real estate and personal property of company	$68,700	.....
Length of steel rails laid during year in repairs, miles	.....	0.77
Highway crossings at grade without protection	6	80
Highway crossings at grade protected by gates or flagmen	1	4
Highway crossings over or under grade	.....	2
Overhead obstructions less than twenty feet above track	4	25

Passenger cars are heated by steam, lighted with oil and gas and ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	29,384	1.3
Grain	27,512	1.2
Meats and provisions	6,751	.3
Live stock	16,299	.7
Lumber	198,894	8.8
Pig and bar iron and steel	50,208	2.2
Iron or other ores	3,495	.2
Coal and coke	1,545,208	68.4
Petroleum and other oils	2,117	.1
All other manufactures	186,954	8.3
All other merchandise	50,309	2.2
All other agricultural products	123,460	5.5
All other articles not included above	17,208	.8
Total	2,257,729	100

NUMBER OF ACCIDENTS.

	Injured.
Employes	6

EMPLOYES.

Average number of persons employed (including officials) during year	631

Title of lessee company, Northern Central Railway Company.
General offices at Baltimore, Md.
For information concerning this report, address Spencer Meade, Acting Superintendent.

ERIE AND BLACK ROCK.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 28, 1882.)

For history of organization, etc., see Report of 1882.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	250	$25,000
* Issued for actual cash and now outstanding	96	9,600

Number of stockholders	12

Cost of Road.

	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$2,858 35
Superstructure (including ties) and rails	2,812 05
Land and land damages	10,980 77
Fuel and water stations	216 80
Other terms	473 52
Total cost of road	$37,291 79

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$37,291 79
Current assets, as follows, viz.:	
Cash on hand	503 00
	$37,794 79

LIABILITIES.

Capital stock	$960 00
Advances made by the New York, Lake Erie and Western Railroad Company	36,834 79
	$37,794 79

Officers of the Company.

Name.	*Title.*	*Official Address.*
RUFUS L. HOWARD	President	Buffalo, N. Y.
E. B. THOMAS	Vice-President	Post-office box 839, New York city.
A. R. MACDONOUGH	Secretary	Post-office box 839, New York city.
EDWARD WHITE	Treasurer	Post-office box 839, New York city.

* Ten per cent. paid in.

Directors of the Company.

Name.	*Residence.*
RUFUS L. HOWARD	Buffalo, N. Y.
GEORGE S FIELD	Buffalo, N. Y.
HENRY W. SPRAGUE	Buffalo, N. Y.
JOHN KING	New York city.
E. B. THOMAS	New York city.
GEO. W. QUINTARD	New York city.
A. R. MACDONOUGH	New York city.

Title of company, Erie and Black Rock Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Saturday in October.
For information concerning this report, address A. R. Macdonough.

ERIE INTERNATIONAL.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 21, 1872.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	500	$50,000	$50,000

Number of stockholders 8

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$84,275 47
Bridges	.....	2,334 51
Superstructure (including ties)	$888 40	82,947 05
Rails	712 05	39,985 51
Land, land damages	*150,143 00	36,153 05
Fences	.....	2,479 49
Passenger and freight stations	.....	506 55
Engine and car houses	.....	9,335 76
Engineering expenses	.....	1,[illegible] 36
Telegraph line	.....	[illegible] 45
Second track	.....	28,[illegible] 77
Other items	.....	1,[illegible] 08
Total cost of road	$148,592 55	$310,743 57

* Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Amount received for sale of property in Buffalo		$150,143 00
Switch at Black Rock	$1,336 08	
Siding at Buffalo	214 37	
		1,550 45
		$148,592 55

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$210,743 57

LIABILITIES.

Capital stock		$50,000 00
Current liabilities, as follows, viz.:		
Advances:		
Erie Railway Company	$83,373 55	
New York, Lake Erie and Western Railroad Company	76,947 69	
Receivers	1,423 33	
		160,743 57
		$210,743 57

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN KING	President	Post-office box 839, New York city.
A. R. MACDONOUGH	Secretary	Post-office box 839, New York city.
EDWARD WHITE	Treasurer	Post-office box 839, New York city.

Directors of the Company.

Name.	*Residence.*
JOHN KING	New York city.
J. G. MCCULLOUGH	New York city.
WILLIAM LIBBEY	New York city.
ODDEN MILLS	New York city.
GEORGE H. VAILLANT	New York city.
A. R MACDONOUGH	New York city.
ANDREW DONALDSON	New York city.

Title of company, Erie International Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, last Tuesday in November.
For information concerning this report, address A. R. Macdonough, post-office box 839, New York city.

FALL BROOK.

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter, issued for like issue of Corning, Cowanesque and Antrim Ry. Co.'s stock, because change of name, and now outstanding	90,000	$4,500,000	10,000	$500,000

Grand total of common and preferred stock now outstanding	$5,000,000
Number of stockholders	15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p. c.			
Corning, Cowanesque & Antrim Ry. Co.'s debenture bonds	May 1, 1883	15	6	May 1, Nov. 1	$1,250,000	$530,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Land	$2,389 16	$2,389 16
Road built by contract	62,092 45	62,092 45
Purchase of constructed road	.....	2,727,542 35
Total cost of road	$64,481 61	$2,792,024 96
*EQUIPMENT.		
Locomotives	$17,766 00	$562,357 73
Passenger cars	.....	59,070 00
Mail, baggage and express cars	5,456 65	39,121 65
Freight and other cars	†7,923 48	1,471,484 99
Total cost of equipment	$15,299 17	$2,132,594 36
Grand total cost of road and equipment	$79,780 78	$4,924,619 34

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extension of Cowanesque branch, 7 2-10 miles, Mills, Pa., to Ulysses, Pa. (contract)	$62,092 45
Difference on land bought and sold	2,389 16
Difference on two locomotives purchased	17,766 00
Difference on two baggage cars built; Difference on two baggage cars changed over	5,456 65
	$87,704 26
Less cars burned and destroyed on other roads	7,923 48
	$79,780 78

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$642,011 75
Less operating expenses (excluding all taxes)		424,301 86
Net earnings from operation		$218,709 89
Income from other sources, as follows, viz.:		
Interest	$5,472 17	
Rent of tenements	4,657 53	
Railway leases	89,550 10	
Rolling stock account	110,602 33	
Sundries	37 24	
		210,319 37
Gross income from all sources		$429,029 26

* Used in connection with operating the Pine Creek, and Syracuse, Geneva and Corning railways— 240.32 miles.
† Credit.

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	$5,300 00	
Taxes on property used in operation of road and all other taxes	27,804 16	
		$33,104 16
Net income from all sources		$395,925 10

Payments from net income, as follows, viz.:

Dividends declared, 7 per cent. on $500,000 preferred stock	$35,000 00	
Dividends declared, 6 per cent. on $4,500,000 common stock	270,000 00	
		305,000 00
Surplus for year ending June 30, 1894		$90,925 10

General Income Account.

Surplus for year ending June 30, 1894	$90,925 10
Surplus up to June 30, 1893	249,824 59
Total surplus June 30, 1894	$340,749 69

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$533,144 74			
Freight, local	18,408 28	.....	$551,553 02	$551,553 02
Passengers, through	$17,684 36			
Passengers, local	58,136 66	$75,821 02	.....	75,821 02
Mail		9,941 91	.....	9,941 91
Express		3,378 11	.....	3,378 11
Miscellaneous, as follows, viz.:				
Extra baggage	$707 20			
Union News Company	108 32			
Weighing machines, etc	93 49	909 01	.....	909 01
Switching		.....	1,408 68	1,408 68
Total gross earnings		$90,050 05	$552,961 70	$643,011 75

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$4,769 40	$22,793 90	$27,563 30
Steel rails laid, 127.799 gross tons, cost $3,310 19			
Fastenings 2,590 27			
$5,900 46			
Less old rails 1,109 85			
	872 21	3,918 40	4,790 61
Repairs of roadbed	6,610 66	41,605 59	48,216 25
Repairs of bridges (including culverts and cattle guards)	1,523 54	4,459 55	5,983 09
Repairs of stations, shops, docks, etc	402 73	1,748 21	2,150 94
Repairs of fences	513 06	4,444 45	4,957 51
Other expenses for maintenance of way and structures	829 11	2,230 45	3,059 96
Total	$15,520 71	$81,199 55	$96,720 26
Maintenance of equipment:			
Repairs of locomotives	$3,371 88	$21,240 33	$24,612 21
Repairs of cars	3,305 97	16,930 21	20,236 18
Repairs of machinery and tools	101 25	725 25	826 50
Total	$6,779 10	$38,895 79	$45,674 89

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	$6,963 16	$37,421 66	$44,404 82
Wages of engineers and firemen	6,228 46	43,241 21	49,469 67
Fuel for locomotives	4,438 62	44,757 80	49,196 42
Oil and waste	372 24	1,501 18	1,873 42
Water supply	184 50	970 35	1,154 85
Other train supplies or expenses	100 04	768 06	868 10
Wages of station agents and clerks	2,783 69	15,912 78	18,696 47
Wages for labor at stations	.....	8,819 16	8,819 16
Station supplies	290 00	1,354 34	1,644 34
Wages of watchmen, flagmen and switchmen	1,010 25	11,248 67	12,258 92
Other expenses for conducting transportation	89 88	307 00	396 88
Total	$22,480 84	$166,302 21	$188,783 05
General expenses:			
Salaries of general officers and clerks	$4,903 02	$29,603 56	$34,506 58
General office expenses and supplies	1,258 22	3,604 75	4,862 97
Stationery and printing	1,000 94	1,383 93	2,384 87
Legal expenses	425 00	1,747 21	2,172 21
Loss and damage of freight and baggage	24 50	511 73	536 23
Damage to cattle and property	75 00	266 00	341 00
Injuries to persons	100 50	248 42	348 92
Telegraph maintenance and operation	1,442 17	4,826 20	6,268 37
Mileage of cars of other companies (debit balance)	163 63	41,385 70	41,549 33
Other general expenses	15 54	137 64	153 18
Total	$9,408 52	$83,715 14	$93,123 66
Grand total operating expenses	$54,189 17	$370,112 69	$424,301 86

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$2,792,094 96
Cost of equipment	2,152,594 26
Current assets, as follows, viz.:	
Cash on hand	206,973 46
Bills receivable	530,000 00
Due by agents	12,629 02
Open accounts	145,979 39
Materials and supplies	173,371 95
Sundries	32,820 94
	$6,026,464 04

LIABILITIES.

Capital stock	$5,000,000 00
Funded debt	530,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	5,300 00
Audited vouchers	17,943 43
Open accounts	132,470 92
Profit and loss (surplus)	340,749 69
	$6,026,464 04

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	23,155	190,205	213,360
Number of passengers carried one mile	668,241	2,095,038	2,765,279
Number of tons of freight carried	2,604,698	134,818	2,739,516
Number of tons of freight carried one mile	88,069,918	3,027,677	91,097,595
Passenger train mileage	.....	.....	139,124
Freight train mileage	.....	.....	337,097
All other train mileage	.....	.....	96,320
Total train mileage	.....	.....	563,541

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	$90,050 05	$54,189 17	$35,860 88
Average per passenger carried.....	42205	25398	16807
Average per passenger per mile	0326	0196	0129
Average per passenger train per mile.....	6919	4164	2755
Freight earnings and expenses (including miscellaneous earnings)	552,961 70	370,112 69	182,849 01
Average per ton of freight carried.....	1018	1351	0667
Average per ton of freight per mile	00607	00401	00206
Average per freight train per mile.....	1 6404	1 0979	5424

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes.....	2.646	2.771	2.74
Average rate received per mile per ton for carrying freight, all classes.....	.605	.608	.6054

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Corning, N. Y., to Antrim, Pa., single track.....	15	53
Total of branches or other roads authorized	.....	47.70
Total single track	15	100.70
Sidings and turnouts on main line.....	22.30	40.55
Sidings and turnouts on branches or other roads.....	.....	12.07
Total sidings and turnouts.....	22.30	52.62
Grand total of tracks, sidings and turnouts	37.30	153.32
Laid with steel rail, main line	15	53
Laid with steel rail, branches or other roads.....	.....	42.90
Laid with iron rail, branches or other roads.....	.....	4.80

Weight of rail per yard — steel, maximum, 72 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Miles laid with steel rail.	Miles laid with iron rail.
Owassesque Branch.....	Lawrenceville, Pa..	Ulysses, Pa.....	40.50	40.50	.....
Fall Brook Branch.....	Blossburg, Pa	Fall Brook, Pa	7.20	2.40	4.80

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	19	430	68	2,[illegible]
Wooden bridges	.....	.....	4	[illegible]
Total	19	430	72	2,[illegible]

EQUIPMENT.	Number owned.	Maximum weight of each, in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	33	160,000	33	.....
Locomotives, 6 drivers	27	148,000	26	.....
Locomotives, 4 drivers	14	128,000	14	.....
Total	74	.....	73	.....
First class passenger cars	20	.....	20	20
Second class passenger cars	5	.....	5	5
Baggage, mail and express cars	10	.....	10	10
Total	35	.....	35	35
Box freight cars	471	.....	52	[illegible]
Stock freight cars	24	.....	.....	23
Coal freight cars	2,776	.....	33	1,[illegible]
Flat freight cars	10	.....	.....	.....
Caboose, 4-wheel cars	54	.....	.....	.....
Caboose, 8-wheel cars	1	.....	.....	.....
Service cars	11	.....	3	5
Total	3,347	.....	88	2,[illegible]

Westinghouse brake and Miller coupler are in use on passenger cars; ordinary hand brake and Gould couplers on freight cars.

Lorenze patent switches, improved, in use on whole line.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	16	53
Road constructed and opened for business during the year, miles	.....	7.20
Railroads crossing road at grade	1	2
Highway crossings at grade without protection	6	71
Highway crossings at grade protected by gates or flagmen	1	1
Overhead obstructions less than twenty feet above track	.....	8

Passenger cars are heated by Martin anti-fire car heater, lighted by lamps with head light oil, and ventilated with lattice ventilators in roof.

American Express Company pays first class rates and railway company furnish and maintain cars.

Red, Blue, White, Nickel Plate, West Shore, Hoosac Tunnel, Southwest Despatch, Erie Despatch, Commercial Express, Interstate Despatch, Merchants Despatch lines furnish cars at regular mileage. All receive a *pro rate* of a fixed through rate of freight; no preference given.

Received from the U. S. government for transportation of mails, main line, $7,176.56 per annum; C. V. branch, $3,646.76 per annum; Fall Brook branch, $336.16 per annum; discontinued April 4 1894.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	127,034	4.64
Grain	123,786	4.52
Meats and provisions	8,006	.29
Live stock	6,927	.25
Lumber	193,099	7.05
Pig and bar iron and steel	18,740	.68
Iron or other ores	23,515	.85
Coal and coke	1,869,032	68.26
Petroleum and other oils	32,494	1.19
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	3,452	.13
All other manufactures	69,844	2.55
All other merchandise	83,983	3.06
All other agricultural products	105,264	3.84
All other articles not included above	54,540	1.99
Total	2,739,516	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	17	.....	17
Others	.....	1	1
Total	17	1	18

Average number of persons employed (including officials) during year 554
Aggregate amount of salaries and wages paid them $303,647 63

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE J. MAGEE	President	Corning, N. Y.
JOHN LANG	First Vice-President	Corning, N. Y.
DANIEL BEACH	Second Vice-Prest. and Gen'l Counsel	Corning, N. Y.
JOHN MAGEE	Secretary and Assistant to President	Corning, N. Y.
JOHN H. LANG	Treasurer	Corning, N. Y.
G. R. BROWN	General Superintendent	Corning, N. Y.
R. H. CANFIELD	Assistant Superintendent	Corning, N. Y.
E. F. KERSHNER	Traffic Manager	Corning, N. Y.
J. D. LAWTON	Freight Agent	Corning, N. Y.
W. H. NORTHROP	Passenger Agent	Corning, N. Y.
W. NICHOLSON	Auditor	Corning, N. Y.
J. B. TERRELL	Car Accountant	Corning, N. Y.

Directors of the Company.

Name.	*Residence.*
GEORGE J. MAGEE	Watkins, N. Y.
JOHN LANG	Watkins, N. Y.
DANIEL BEACH	Watkins, N. Y.
JOHN MAGEE	Watkins, N. Y.
HENRY SHERWOOD	Wellsboro, Pa.
D. S. ELLSWORTH	Watkins, N. Y.

Title of company, Fall Brook Railway Company.
General offices at Corning, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday of November.
For information concerning this report, address John Lang, First Vice-President.

FITCHBURG.

(Date of charter, March 3, 1842.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter ...	.....	*	.....	.....	.....
	.....	†	.....	.....	.....
	.....	‡	.....	.....	.....
Issued for actual cash	.....	.....	51,994	$5,199,400	$5,199,400
Issued on account of consolidation and purchase of railroad and wharf property.....	70,000	$7,000,000	118,006	11,800,600	18,800,600
Total now outstanding.....	70,000	$7,000,000	170,000	$17,000,000	$24,000,000

Number of stockholders..... 5,005

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p. c.				
Fitchburg R. R. bds..	April 1, 1874	20	7	Oct. & April	$500,000	$84,000	$84,000
	Oct. 1, 1877	20	6	April & Oct.	500,000	500,000	500,000
	Oct. 1, 1879	20	6	April & Oct.	500,000	500,000	500,000
	Oct. 1, 1880	20	5	April & Oct.	500,000	500,000	500,000
	Oct. 1, 1881	20	5	April & Oct.	500,000	500,000	500,000
	April 1, 1882	20	5	Oct. & April	500,000	500,000	500,000
	April 1, 1883	20	5	Oct. & April	500,000	500,000	500,000
	Mar. 1, 1884	20	4	Sept. & Mar.	500,000	500,000	500,000
	June 1, 1885	20	4	Dec. & June	500,000	500,000	500,000
	Feb. 1, 1887	50	‖3½	Aug. & Feb.	5,000,000	5,000,000	5,000,000
	April 1, 1887	20	4	Oct. & April	1,500,000	1,500,000	1,500,000
	Sept. 1, 1887	10	4½	Mar. & Sept.	3,000,000	2,250,000	3,000,000
	May 1, 1888	20	5	Nov. & May	2,000,000	2,000,000	2,000,000
	Mar. 1, 1889	10	5	Sept. & Mar.	750,000	750,000	750,000
	June 1, 1890	10	5	Dec. & June	500,000	500,000	500,000
	June 1, 1890	30	4	Dec. & June	500,000	500,000	500,000
	Mar. 1, 1893	10	4	Sept. & Mar.	1,791,000	51,000	51,000
	Sept. 1, 1893	10	5	Mar. & Sept.		876,000	876,000
	Nov. 1, 1893	10	5	May & Nov.		1,000,000	1,000,000
	Dec. 1, 1893	10	5	June & Dec.	2,500,000	500,000	500,000
	May 1, 1894	20	4½	Nov. & May		500,000	500,000
Cheshire Railroad bds.	July 1, 1876	20	6	Jan. & July	.....	250,000	250,000
Cheshire Railroad bds.	July 1, 1878	20	6	Jan. & July	.....	550,000	550,000
Troy & Boston 1st mort.	July 1, 1874	50	7	Jan. & July	.....	577,000	577,000
B. B. & G. R. R. 2d mort.	July 1, 1875	20	8	Jan. & July	.....	95,700	95,700
B. B. & G. R. R. 3d mort.	July 1, 1875	20	6	Jan. & July	.....	57,000	57,000
B., H. T. & W. Ry. debn.	Sept. 1, 1888	30	5	Mar. & Sept.	2,000,000	1,364,000	1,364,000
H. T. Dock and Elevator mortgage note.....	April 5, 1887	8	4¼	Oct. & April	.....	500,000	500,000
Monadnock R. R. mort.	July 1, 1877	20	5	Jan. & July	.....	48,000	48,000
Total	.....	....	.....	.....	$24,041,000	$22,373,000	$22,373,000

* $100,000 per mile of double track. † $70,000 per mile of single track. ‡ $3,000,000 for terminal at Boston.

§ Matured April 1, 1894, and not presented for payment.

‖ Three per cent. for first 5 years; 3½ per cent. for second 5 years; 4 per cent. for remaining 40 years.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$885,358 13
Bridges	$65,272 40	578,981 66
Superstructure (including ties)	.....	1,273,345 01
Land and land damages	18,097 96	1,622,187 08
Passenger and freight stations	.....	867,676 65
Engine and car houses	7,394 57	314,284 44
Shops, machinery and tools	2,245 34	471,416 78
Fuel and water stations	1,176 35	15,678 60
Engineering expenses	.....	50,000 00
Hoosac Tunnel dock and elevator	.....	2,031,744 40
Cheshire consolidation	100 00	3,529,520 16
Purchase of constructed road and consolidation	.....	24,999,236 60
Worcester Division improvements	.....	133,297 33
Tunnel Division improvements	.....	279,747 19
Western Division improvements	.....	419,121 00
Somerville Division improvements	.....	355,251 30
Roberts Division improvements	.....	33,015 81
Prison land improvements	.....	14,351 38
Warren bridge alterations	.....	7,622 14
New freight yard and sidings	.....	290,672 18
Hoosac tunnel dock and elevator improvement	3,056 67	279,354 16
Other improvements	47,120 58	241,186 42
Total cost of road	$144,463 87	$38,700,248 57
EQUIPMENT.		
Locomotives	.....	$1,0'8,839 40
Passenger, mail, baggage and express cars	$18,551 53	668,048 17
Freight and other cars	164,294 00	2,4 2,898 43
Total cost of equipment	$182,845 53	$4,129,786 00
Grand total cost of road and equipment	$327,309 40	$42,830,034 57

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Cheshire railroad	$100 00
Real estate	18,097 96
Bridges	65,272 40
Watertown branch, second track	38,647 71
New shop machinery	2,245 34
Engine houses	7,394 57
Fuel and water stations	1,176 35
Electric-light buildings, Hoosac Tunnel docks	3,056 67
Separation of grades	1,458 73
Side tracks	7,014 14
New passenger cars	18,551 53
New freight cars	164,194 00
Total	$327,309 40

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$6,592,593 14
Less operating expenses (excluding all taxes)		4,803,911 41
Net earnings from operation		$1,788,681 73
Income from other sources, as follows, viz.:		
Rent of roads	$7,500 00	
Rent of property	52,775 32	
Wharves, elevators and docks	151,960 91	
Other sources	60,326 11	
		$272,562 34
Gross income from all sources		$2,061,244 07

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	$965,486 84	
Rentals	264,960 00	
Taxes on property used in operation of road, on earnings and capital stock, and other taxes	234,258 28	
Interest on unfunded debt	59,222 84	
		$1,543,947 96
Net income from all sources		$517,266 11
Payments from net income, as follows, viz.:		
Dividends declared, 3 per cent. on preferred stock		502,000 00
Surplus for year ending June 30, 1894, credited to improvement fund		$15,266 91

General Income Account.

Surplus up to June 30, 1893	$373,197 11

DETAILED STATEMENT OF RENTALS.

Vermont and Massachusetts railroad	$244,560 00
Troy and Bennington railway	15,400 00
Brooklyn branch	5,000 00
Total amount of rentals deducted from income	$264,960 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$3,132,311 62			
Freight, local	955,037 93	.....	$4,087,349 55	$4,087,349 55
Passengers, through	$491,416 50			
Passengers, local	1,629,440 40	$2,120,856 90	.....	2,120,856 90
Mail	.....	79,144 55	.....	79,144 55
Express	.....	167,859 70	.....	167,859 70
Miscellaneous	.....	51,534 53	85,847 91	137,382 44
Total gross earnings		$2,419,395 68	$4,173,197 46	$6,593,593 14

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$263,231 53	$326,968 68	$590,200 21
Steel rails laid, 3,781 tons; cost, $44,765.84.			
Iron rails laid, 8 tons; cost, $[illegible]5.50.			
Repairs of bridges (including culverts and cattle guards)	20,075 14	24,258 94	44,334 08
Repairs of stations, shops, docks, etc	36,534 47	49,213 43	85,747 90
Repairs of fences	4,950 86	6,466 61	11,417 47
Other expenses for maintenance of way and structures	10,544 40	14,349 47	24,893 87
Total	$335,336 40	$421,257 13	$756,593 53

Analysis of Gross Earnings and Operating Expenses — (Continued).

EARNINGS.	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$97,407 18	$123,023 91	$220,431 09
Repairs of cars	82,761 34	271,656 94	354,418 28
Repairs of machinery and tools	10,110 48	12,889 69	22,950 17
Other expenses for maintenance of equipment	9,060 21	14,778 91	23,839 12
Total	$199,339 21	$422,299 45	$621,638 66
Conducting transportation:			
Wages of conductors and men	$132,053 92	$273,828 98	$405,882 90
Wages of engineers and firemen	204,608 19	332,481 69	537,089 88
Fuel for locomotives	289,562 45	439,368 68	727,931 13
Oil and waste	9,532 30	13,303 61	22,835 91
Water supply	15,133 34	19,668 49	34,801 83
Other train supplies or expenses	49,653 44	22,574 94	72,228 38
Wages of station agents and clerks	63,338 84	207,347 77	271,686 61
Wages for labor at stations	19,671 62	99,120 49	118,792 11
Station supplies	20,300 30	9,824 71	30,125 01
Wages of watchmen, flagmen and switchmen	61,476 23	215,811 15	277,287 38
Other expenses for conducting transportation	172 30	84,713 45	84,885 75
Total	$873,502 93	$1,720,043 96	$2,593,546 89
General expenses:			
Salaries of general officers and clerks	$57,556 47	$103,678 46	$161,234 93
General office expenses and supplies	6,771 10	9,101 67	15,872 77
Stationery and printing	11,717 79	22,479 24	34,197 03
Outside agencies and advertising	23,470 46	6,760 30	30,230 76
Legal expenses	9,947 38	11,190 26	21,137 64
Loss and damage of freight and baggage	384 96	28,798 95	29,183 91
Damage to cattle and property	7,575 93	11,034 38	18,610 31
Injuries to persons	57,449 91	21,321 26	78,771 17
Telegraph maintenance and operation	36,878 95	47,193 87	84,072 82
Mileage of cars of other companies (debit balance)	23,338 54	235,388 13	258,726 67
Other general expenses	21,081 91	79,012 41	100,094 32
Total	$256,173 40	$575,958 93	$832,132 33
Grand total operating expenses	$1,664,351 94	$3,139,559 47	$4,803,911 41

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$38,700,248 57
Cost of equipment		4,129,786 00
Other permanent investments, as follows, viz.:		
Other investments		1,642,555 33
Current assets, as follows, viz.:		
Cash on hand	$655,837 55	
Bills receivable	149,265 00	
Due by agents	286,977 01	
Open accounts	2,044,230 95	
Materials and supplies	783,583 29	
		3,919,883 80
		$48,392,473 76

LIABILITIES.

Capital stock		$24,000,000 00
Funded debt		22,373,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$317,927 83	
Dividends unpaid	162,839 20	
Audited vouchers and pay rolls	247,228 38	
Open accounts	342,071 13	
Loans and bills payable	415,000 00	
Accrued taxes not due	148,044 64	
Accrued rentals not due	63,411 67	
		1,696,522 85
Improvement fund		49,753 89
Profit and loss (surplus)		273,197 11
		$48,392,473 76

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total
Number of passengers carried	399,298	6,717,294	7,116,592
Number of passengers carried one mile	27,798,608	86,787,30	114,585,909
Number of tons of freight carried	3,283 069	828,748	4,061,817
Number of tons of freight carried one mile	418,349,377	38,166,574	456,515,951
Passenger train mileage	.....	.....	2,439,396
Freight train mileage	.....	.....	3,120,625
All other train mileage	.....	.....	933,596
Total train mileage	.....	.....	6,493,317

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$2,419,395 68	$1,664,351 94	$755,043 74
Average per passenger carried	3399	2338	1061
Average per passenger per mile	02'1	0145	0066
Average per passenger train per mile	992	682	31
Freight earnings and expenses (including miscellaneous earnings)	4,173,197 46	3,139,559 47	1,033,637 99
Average per ton of freight carried	1 0274	7729	2545
Average per ton of freight per mile	0091	0069	0022
Average per freight train per mile	1 337	1 006	331

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents	Cents.
Average rate received per mile for carrying passengers, all classes	1.77	1.88	1.89
Average rate received per mile per ton for carrying freight, all classes	.75	2.73	.914

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State	Entire length	Length in N. Y. State	Entire length	Length in N. Y. State	Entire length
Main line from Boston to Troy and Rotterdam, single track	89.47	195.63	.....	56.00	89.47	251.63
Main line from Ashburnham Junction to Bellows Falls, single track	.....	53.62	....	.....	.....	53.62
Total of branches or other roads, single track.	25.52	123.23	5.04	21.84	30.56	145.07
Total single track	114.99	372.48	5.04	77.84	120.03	450.32
Second track on main line	4.51	98.51	....	56.00	4.51	154.51
Second track on branches or other roads	.....	7.28	.....	.....	.....	7.28
Total second track	4.51	105.79	.....	56.00	4.51	161.79
Third track on main line	.....	1.66	..	.....	.....	1.66
Sidings and turnouts on main line	53.70	188.58	.....	34.56	53.70	223.14
Sidings and turnouts on branches or other roads	4.43	37.51	1.02	6.75	5.45	44.26
Total sidings and turnouts	58.13	226.09	1.02	41.31	59.15	267.40
Grand total of tracks, sidings and turnouts	177.63	706.03	6.06	175.15	183.69	881.17
Laid with steel rail, main line	147.68	538.00	.....	146.56	147.68	684.56
Laid with steel rail, branches or other roads.	29.95	168.03	6.06	28.59	36.01	196.61

Average life of rails—steel, 10 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 76 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 9 inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Boston ice track	Boston, Mass	.....	....	.68	Owned.	.68	.68
Watertown branch	Cambridge, Mass.	Waltham, Mass	....	6.60	Owned.	6.60	6.60
Marlboro branch	South Acton, Mass.	Marlboro, Mass	....	12.42	Owned.	....	12.42
Peterboro and Shirley br.	Ayer, Mass	Greenville, N. H	....	23.62	Owned.	....	23.62
Ashburnham branch	Asburnham, Mass.	Asb'nham j'n, Mass.	....	2.59	Owned.	....	2.59
Turner's Falls branch	Turner's Falls jct., Mass	Turner's Falls, Mass.	...	2.80	Leased.	....	2.80
Saratoga and Schuylerville branch	Mechanicville	Saratoga and Schuylersville	25.52	25.52	Owned.	....	25.52
Bennington branch	Hoosick junction.	White Creek	5.04	5.04	Leased.	....	5.04
Monadnock branch	Winchendon, Mass	Peterboro, N. H	....	15.80	Owned.	....	15.80
Worcester division	Winchendon, Mass	Worcester, Mass	....	36.00	Owned.	....	36.00
Brookline branch	Squannacook jct.	Brookline, N. H	...	14.00	Leased.	....	14.00

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet		*Feet.*
Iron bridges	37	6,087	158	14,000
Wooden bridges	4	260	64	6,000
Wooden trestles	9	3,178	20	7,567
Total	50	9,525	242	27,376

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	28	.....	28	.....	20	.....	.....
Locomotives, 6 drivers	82	.....	82	.....	20	.....	.....
Locomotives, 4 drivers	87	7	94	.....	20	.....	.....
Total	197	7	204	.....	.....	.....	.....
First class passenger cars	210	7	217	60,000	.....	217	217
Baggage, mail and express cars	48	3	51	36,000	.....	51	51
Total	258	10	268	.....	.....	268	268
Box freight cars	4,275	97	4,372	24,000	.....	1,012	1,054
Stock freight cars	187	.....	187	22,000	.....	67	53
Coal freight cars	680	.....	680	20,000	.....	.....	54
Flat freight cars	826	.....	826	16,000	.....	16	677
Caboose, 4-wheel cars	88	.....	88	19,000	.....	.....	.....
Caboose, 8-wheel cars	8	....	8	22,000	.....	.....	.....
Service cars	190	.....	190	.....	.....	13	47
Total	6,254	97	6,351	.....	.....	1,108	1,084

Passenger and freight cars are equipped with Westinghouse automatic brake, Miller, Cowell, Dowling, Stafford, Drexel, Gould, Janney, Thurmond, Empire, and Trojan couplers.

Split switches in use on line of road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company	80.25	130.75
Total assessed value of real estate and personal property of company	$1,966,318 75	.....
Railroads crossing road at grade	3	11
Railroads crossing road over or under grade	2	9
Highway crossings at grade without protection	88	235
Highway crossings at grade protected by gates or flagmen	10	101
Highway crossings over or under grade	32	109
Overhead obstructions less than 20 feet above track	21	66

Passenger cars are heated by steam, lighted by center and side lamps and ventilated by deck sash, Globe & Creamer ventilators and transoms.

The American Express Company and the National Express Company operate over this road.

Cars of the Pullman Palace Car Company and of the Wagner Palace Car Company run over this road.

Mails are carried at certain rates per mile, based on weight as established by the post-office department.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	211,621	5.21
Grain	558,906	13.76
Meats and provisions	148,652	3.66
Live stock	209,184	5.15
Lumber	282,296	6.95
Pig and bar iron and steel	66,208	1.63
Iron or other ores	30,464	.75
Coal and coke	920,002	22.65
Petroleum and other oils	37,369	.92
Shipments of manufactured goods received by railroad companies within this State from manufactories within this state	608,054	14.97
All other merchandise	255,082	6.28
All other agricultural products	335,912	8.27
All other articles not included above	398,057	9.80
Total	4,061,817	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	7	3	10
Employes	88	7	95
Others	43	27	70
Total	138	37	175

EMPLOYES.

Average number of persons employed (including officials) during year	4,691
Aggregate amount of salaries and wages paid them	$2,882,957 24

Officers of the Company.

Name.	*Title.*	*Official Address.*
HENRY S. MARCY	President	Boston, Mass.
GEO. A. TORREY	General Counsel	Boston, Mass.
DANIEL A. GLEASON	Treasurer	Boston, Mass.
W. D. EWING	General Superintendent	Boston, Mass.
H. F. WHITCOMB	Registrar	Boston, Mass.
C. S ANTHONY	General Auditor	Boston, Mass.
A. S. CHEEVER	Chief Engineer	Fitchburg, Mass.
A. S. CRANE	General Freight Agent	Boston, Mass.
J. R. WATSON	General Passenger Agent	Boston, Mass.
GEO. J. FISHER	Purchasing Agent	Boston, Mass.
JOHN MEDWAY	Superintendent Motive Power	Boston, Mass.
J W. MARDEN	Superintendent Car Department	Boston, Mass.
JOHN F. GREEN	Paymaster	Boston, Mass.

Directors of the Company.

Name.	*Residence.*
HENRY S. MARCY	Boston, Mass.
ROBERT CODMAN	Boston, Mass.
RODNEY WALLACE	Fitchburg, Mass.
CHARLES T CROCKER	Fitchburg, Mass.
JOHN QUINCY ADAMS	Quincy, Mass.
DAVID P. KIMBALL	Boston, Mass.
CHARLES F. PLUNKETT	North Adams, Mass.
GEORGE HEYWOOD	Concord, Mass.
WM. SEWARD WEBB	New York city, N. Y.
WM H. HOLLISTER	New York city, N. Y.
FRANCIS SMITH	Rockland, Me.
WM. A. RUSSELL	Lawrence, Mass.
EDWARD C. THAYER	Keene, N. H.

Title of company, Fitchburg Railroad Company.
General offices at Boston, Mass.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, September 26.
For information concerning this report, address C. S. Anthony, General Auditor.

FONDA, JOHNSTOWN AND GLOVERSVILLE.

(Date of charter, January 17, 1867.)

For history of organization, etc., see Report of 1892.

On January 1, 1894, this road leased the Johnstown, Gloversville and Kingsboro Horse Railroad Company for a term of 999 years Rental interest on funded debt, 8 per cent. dividend on capital stock payable directly to stockholders, and $100 per year for organization expenses.

On May 1, 1894, this road leased the Cayadutta Electric railroad for a term of 999 years. Rental, interest on funded debt and all other fixed charges, and agrees to pay lessor net earnings up to 4 per cent. on capital stock.

The operations of the two above-named roads from the dates of the leases to June 30, 1894, are included in this report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	3,000	$300,000	.....
Issued for actual cash	500	$50,000	$50,000
Issued for the purpose of siding the sale of bonds, the proceeds of both being used in construction of road	2,500	250,000	.....
Total now outstanding	3,000	$300,000	$50,000

Number of stockholders 37

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage	July 1, 1870	30	7	Jan. and July	$300,000	$300,000	$255,900
Consolidated	April 1, 1881	40	6	April and Oct.	200,000	200,000	200,000
Total	.....	....	....	.....	$500,000	$500,000	$455,900

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading and masonry	$199,643 15
Bridges	12,545 70
Superstructure (including ties) and rails	114,188 39
Land	106,172 83
Fences	10,655 58
Passenger and freight stations	104,265 66
Engine and car houses, shops, machinery and tools	26,737 67
Engineering expenses	13,088 15
Purchase of constructed road	191,312 32
Telegraph line	21 64
Improvements	75,958 79
Total cost of road	$855,989 64

EQUIPMENT.	
Locomotives	$54,538 50
Passenger cars	32,391 07
Mail, baggage and express cars	6,949 60
Freight and other cars	19,287 62
Total cost of equipment	$114,165 99
Grand total cost of road and equipment	$970,088 63

Income Account for Year Ending June 30, 1894.

Gross earnings from operation			$317,141 01
Less operating expenses (excluding all taxes)			152,369 55
Net earnings from operation			$164,771 46
Income from other sources, as follows, viz.:			
Miscellaneous			457 36
Gross income from all sources			$165,228 82
Deductions from income, as follows, viz.:			
Interest on funded debt due and accrued		$33,000 00	
Rentals		2,000 00	
Taxes on property used in operation of road	$11,976 14		
Taxes on earnings and capital stock	1,995 91		
		13,972 05	
Interest on loans		967 33	
			49,939 38
Net income from all sources			$115,289 44
Payments from net income, as follows, viz.:			
Dividends declared 8 per cent. on $300,000 common stock			24,000 00
Deficit for year ending June 30, 1894			$8,710 56

General Income Account.

Deficit for year ending June 30, 1894	$8,710 56
Surplus up to June 30, 1893	234,811 60
Total surplus June 30, 1894	$226,101 04

Detailed Statement of Rentals.

Johnstown, Gloversville and Kingsboro Horse railroad	$2,000 00

Analysis of Gross Earnings and Operating Expenses.

Earnings.

	Passenger.	Freight.	Total.
Freight, all local	.....	$126,265 28	$126,265 28
Passenger, all local	$72,736 40	.....	72,736 40
Mail	2,290 51	.....	2,290 51
Express	11,431 57	.....	11,431 57
Rents	2,208 65	2,208 65	4,417 30
Total gross earnings	$88,667 13	$128,473 88	$217,141 01

Operating Expenses.

Maintenance of way and structures:			
Repairs of track	$6,382 35	$6,333 96	$12,716 31
Repairs of roadbed	1,064 62	1,964 52	2,299 14
Repairs of bridges (including culverts and cattle guards)	516 70	516 71	1,033 41
Repairs of stations, shops, docks, etc	1,488 50	1,488 50	2,977 00
Repairs of fences	370 41	370 41	740 82
Other expenses for maintenance of ways and structures	2,265 80	2,265 81	4,531 61
Total	$12,058 38	$12,239 91	$24,298 29
Maintenance of equipment:			
Repairs of locomotives	$5,215 34	$5,690 29	$10,905 63
Repairs of cars	4,678 88	905 49	5,584 37
Repairs of machinery and tools	1,042 63	1,042 63	2,085 25
Other expenses for maintenance of equipment	1,887 30	1,887 30	3,774 60
Total	$12,824 14	$9,525 71	$22,349 85

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	$4,932 00	$4,805 75	$9,737 75
Wages of engineers and firemen	3,144 51	3,843 29	6,987 80
Fuel for locomotives	5,074 80	8,010 51	13,085 31
Oil and waste	225 51	225 52	451 03
Water supply	296 02	296 02	592 04
Other train supplies or expenses	125 88	153 84	279 72
Wages of station agents and clerks	3,604 92	4,405 99	8,010 91
Wages for labor at stations	1,560 00	5,811 78	7,371 78
Station supplies	958 36	958 37	1,916 73
Wages of watchmen, flagmen and switchmen	781 54	955 20	1,736 74
Other expenses for conducting transportation	5,175 31	5,347 58	10,522 89
Total	$25,878 85	$34,813 85	$60,692 70
General expenses:			
Salaries of general officers and clerks	$12,459 86	$20,459 87	$32,919 73
General office expenses and supplies	149 94	149 93	299 87
Stationery and printing	276 94	830 84	1,107 78
Legal expenses	141 94	141 94	283 88
Loss and damage of freight and baggage	.....	171 02	171 02
Damage to cattle and property	287 55	351 45	639 00
Injuries to persons	268 97	328 73	597 70
Telegraph maintenance and operation	107 25	107 26	214 51
Mileage of cars of other companies (debit balance)	.....	1,341 33	1,341 33
Other general expenses	4,362 87	3,091 02	7,453 89
Total	$18,055 32	$26,973 39	$45,028 71
Grand total operating expenses	$68,816 69	$83,552 86	$152,369 55

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$855,922 64
Cost of equipment		114,165 99
Other permanent investments, as follows, viz.:		
Real estate		32,195 12
Current assets, as follows, viz.:		
Cash on hand	$1,125 44	
Bills receivable	1,176 44	
Due by agents	10,934 78	
Open accounts	21,698 74	
Materials and supplies	37,870 55	
Sinking fund	22,571 12	
Accrued interest	10,500 00	
		105,877 07
		$1,108,160 82

LIABILITIES.

Capital stock		$300,000 00
Funded debt		500,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$10,500 00	
Audited vouchers and pay rolls	17,283 20	
Open accounts	12,788 21	
Loans and bills payable	41,538 37	
		82,059 78
Profit and loss (surplus)		226,101 04
		$1,108,160 82

Traffic and Mileage Statistics.

ITEM	All local.
Number of passengers carried	377,886
Number of passengers carried one mile	3,018,455
Number of tons of freight carried	133,356
Number of tons of freight carried one mile	1,369,597
Passenger train mileage	41,120
Freight train mileage	20,304
All other train mileage	12,584
Total train mileage	74,008

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$88,667 13	$68,816 69	$19,850 44
Average per passenger carried	235	181	054
Average per passenger per mile	029	022	007
Average per passenger train per mile	165	128	37
Freight earnings and expenses (including miscellaneous earnings)	128,473 88	83,552 86	44,921 02
Average per ton of freight carried	963	625	338
Average per ton of freight per mile	093	061	032
Average per freight train per mile	3 91	2 26	1 65

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first class	2.90
Average rate received per mile per ton for carrying freight, all classes	9.3

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Fonda to Northville, single track	26.17
Sidings and turnouts on main line	5.12
Total of tracks, sidings and turnouts	31.29
Laid with steel rail, main line	20.80
Laid with iron rail, main line	5.37

Weight of rails per yard—steel, maximum, 70 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	15	441
Wooden trestles	3	343
Total	18	784

EQUIPMENT.	Number owned.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	3	$7,890 98	3	.....
Locomotives, 4 drivers	6	7,839 36	6	.....
Total	9	.....	9	.....
First class passenger cars	12	$9,723 50	12	12
Baggage, mail and express cars	3	1,590 00	3	3
Total	15	.....	15	15
Box freight cars	10	$688 50	.....	.....
Flat freight cars	12	630 00	.....	.....
Caboose, 4-wheel cars	1	430 00	.....	.....
Caboose, 8-wheel cars	2	609 13	.....	.....
Total	25	.....	.....	.....

Passenger cars are equipped with new air brake and Janney coupler. Split switches in use on road; some stub switches in yard.

Miscellaneous Statistics.

Item.	Entire line of N. Y. State.
Railroads crossing road at grade	1
Highway crossings at grade without protection	22
Highway crossings at grade protected by gates or flagmen	4
Highway crossings over or under grade	1

Passenger cars are heated by car heater, using hard coal for fuel; lighted by lamp using kerosene oil, and ventilated by ventilators in sides of car and in elevation in roof.

Received from the United States government for transportation of mails, $2,247.68.

Description of Freight Moved.

Item.	Tonnage.	Per cent.
Flour	3,645	2.73
Grain	3,610	2.70
Meats and provisions	4,247	3.17
Live stock	240	.18
Lumber	10,567	7.92
Pig and bar iron and steel	991	.74
Coal and coke	62,549	46.88
Petroleum and other oils	2,102	1.57
All other manufactures	2,859	2.14
All other merchandise	12,195	9.14
All other agricultural products	1,887	1.41
All other articles not included above	28,934	21.70
Total	133,226	100

Employes.

Average number of persons employed (including officials) during year	128
Aggregate amount of salaries and wages paid them	$99,322 04

Officers of the Company.

Name.	*Title.*	*Official Address.*
James Shanahan	President	Gloversville, N. Y.
James P. Argersinger	Vice-President	Gloversville, N. Y.
George M. Place	Secretary	Gloversville, N. Y.
J. Ledlie Hees	Treasurer	Gloversville, N. Y.
R. T. McKeever	Superintendent	Gloversville, N. Y.

Directors of the Company.

Name.	*Residence.*
James Shanahan	Tribes Hill, N. Y.
James P. Argersinger	Johnstown, N. Y.
John G. Ferres	Johnstown, N. Y.
J. Ledlie Hees	Fonda, N. Y.
J. S. Friedman	Albany, N. Y.
Thomas F. Kyne	Amsterdam, N. Y.
James I. Youngclove	Johnstown, N. Y.
George M. Place	Gloversville, N. Y.
Z. B. Whitney	Gloversville, N. Y.
R. T. McKeever	Gloversville, N. Y.
A. J. Zimmer	Gloversville, N. Y.
S. H. Shortwell	Gloversville, N. Y.
G. Levor	Gloversville, N. Y.

Title of company, Fonda, Johnstown and Gloversville Railroad Company.
General offices at Gloversville, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address R. T. McKeever, Superintendent.

GENESEE VALLEY CANAL.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 15, 1880.)

For history of organization, etc., see Report of 1893.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	11,140	$1,140,000 00	$1,140,000 00

Number of stockholders 15

Officers of the Company.

Name.	*Title.*	*Official Address.*
S. G. DECOURSEY	President	Philadelphia, Pa.
N. THOURON	Vice-President	Philadelphia, Pa.
J. R. TRIMBLE	Secretary	Philadelphia, Pa.
F. S. BUELL	Treasurer	Buffalo, N. Y.
JNO. F. REYNOLDS	Auditor	Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
S. G. DECOURSEY	Philadelphia, Pa.
N. THOURON	Philadelphia, Pa.
G. E. BARTOL	Philadelphia, Pa.
CHAS. M. LEA	Philadelphia, Pa.
WM. C. BULLITT	Philadelphia, Pa.
J. RUNDLE SMITH	Philadelphia, Pa.
E. W. CLARK, JR	Philadelphia, Pa.
EDWARD L. OWEN	New York city.
JNO. K. BARCLAY	Philadelphia, Pa.
R. P. PRATT	Buffalo, N. Y.
FRANK RUMSEY	Buffalo, N. Y.
ROBERT BELL	Buffalo, N. Y.
E. T. JOHNSON	Buffalo, N. Y.

Title of company, Genesee Valley Canal Railroad Company.
General offices at 34 Exchange street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address Jno. F. Reynolds, Auditor.

GENESEE VALLEY TERMINAL.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, August 14, 1883.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter and now outstanding	5,000	$500,000	$479,[illegible]

Number of stockholders ..... [illegible]

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount authorized.	Amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Nov. 1882	p.c. 6	.....	$500,000	$500,[illegible]

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAMUEL G. DE COURSEY	President	104 So. Fifth St., Philadelphia, Pa.
N. THOURON	Vice-President	104 So. Fifth St., Philadelphia, Pa.
J. R. TRIMBLE	Secretary	104 So. Fifth St., Philadelphia, Pa.
F. S. BUELL	Treasurer	84 Exchange St., Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	84 Exchange St., Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL G. DE COURSEY	Philadelphia, Pa.
N. THOURON	Philadelphia, Pa.
EDWARD L. OWEN	New York city.
GEO. E. BARTOL	Philadelphia, Pa.
W. C. BULLITT	Philadelphia, Pa.
E. W. CLARK, JR	Philadelphia, Pa.
JOHN K. BARCLAY	Philadelphia, Pa.
CHARLES M. LEA	Philadelphia, Pa.
J. RUNDLE SMITH	Philadelphia, Pa.
P. P. PRATT	Buffalo, N. Y.
J. L. TRIMBLE	Philadelphia, Pa.
J. R. TRIMBLE	Philadelphia, Pa.
W. S. HORSEY	Philadelphia, Pa.

Title of company, Genesee Valley Terminal Railroad Company.
General offices at 84 Exchange street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, December 14.
For information concerning this report, address John F. Reynolds, Auditor.

GENESEE AND WYOMING VALLEY RAILWAY COMPANY.

(Date of charter, April 27, 1891.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Issued for actual cash	260	$26,000	$2,600
Issued on account of constructed road	1,250	*125,000	.....
Total now outstanding	1,510	$151,000	$2,600

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds	May 1, 1891	29	p.c. 6	June and Dec.	$500,000	*$125,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Road built and equipped by contract	$250,000

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$24,180 68
Less operating expenses (excluding all taxes)		17,949 11
Gross income from all sources		$6,231 57
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$7,500 00	
Taxes on property used in operation of road, on earnings and capital stock	262 79	
		7,762 79
Deficit for year ending June 30, 1894		$1,531 22

General Income Account.

Deficit for year ending June 30, 1894	$1,531 22
Surplus up to June 30, 1893	4,404 22
Total surplus June 30, 1894	$2,873 00

* Issued for road and equipment.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local	$23,843 57
Passengers, all local	141 00
Mail	148 12
Express	48 00
Total gross earnings	$24,180 69

OPERATING EXPENSES.

Maintenance of way and structures	$2,930 49
Maintenance of equipment:	
Repairs of locomotives	$6,993 40
Repairs of machinery and tools	135 98
Total	$7,128 98
Conducting transportation:	
Wages of conductor and men	$1,630 00
Wages of engineers and firemen	1,630 00
Fuel for locomotives	1,127 00
Oil and waste	38 00
Other train supplies or expenses	73 33
Wages of station agents and clerks	746 16
Wages for labor at stations	418 00
Station supplies	165 00
Wages of watchmen, flagmen and switchmen	484 00
Total	$6,311 51
General expenses:	
Salaries of general officers and clerks	$900 00
General office expenses and supplies	81 46
Stationery and printing	45 00
Outside agencies and advertising	30 00
Legal expenses	27 30
Mileage of cars of other companies (debit balance)	64 29
Other general expenses	349 86
Total	$1,558 13
Grand total operating expenses	$17,949 11

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$350,000 00
Current assets, as follows, viz.:		
Cash on hand	$7,828 34	
Bills receivable	15 82	
		7,844 16
		$357,844 16

LIABILITIES.

Capital stock		$127,600 00
Funded debt		125,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$601 25	
Open accounts	234 68	
Loans and bills payable	1,535 23	
		2,371 16
Profit and loss surplus		2,873 00
		$357,844 16

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,888
Number of passengers carried one mile	4,704
Number of tons of freight carried	125,700
Number of tons of freight carried one mile	377,100
Mixed train mileage	6,184

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	3.00
Average rate received per mile per ton for carrying freight, all classes	6.32

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Perry to Caledonia	20.71
Main line laid, first or single track	1.73
Branches or other roads, first or single track	3.77
Total single track	5.50

Average life of rails—steel rails in use 9 years and in good condition now. Average life of ties, 7 years Weight of rail per yard—steel, maximum, 61 lbs.; minimum, 61 lbs; gauge of track, 4 feet 8½ inches; ballasted with broken stone in part, with gravel in part.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State.	Entire length.	Owned.	Miles laid with steel rail.
Retsof branch	Retsof	Retsof Junction	3.77	3.77	3.77	3.77

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	3	30

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	$7,500	100,800	2	.....
Second class passenger cars	1	$2,500	.....	.....	1
Flat freight cars	2	.....	.....	.....	.....

Miller platform and coupler on passenger cars; hand brake. Link and pin coupler and hand brake on flat cars.

Pennsylvania split switches at every point.

Miscellaneous Statistics.

ITEM.	In N. Y. State.
Total assessed value of real estate and personal property of company	$[illegible]
Highway crossings at grade without protection	1
Highway crossings over grade	1

Passenger cars are heated by Baker heater, lighted by kerosene oil lamps and ventilated by transoms in alcove.

American Express Company operates over road. Ten per cent. of receipts are paid to this railway company.

Two mails per day, excluding Sundays, for which service the United States government pays $8.30 a month.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	27
Grain	15
Meats and provisions	7
Lumber	[illegible]
Iron or other ores	119,[illegible]
Coal and coke	5,[illegible]
Petroleum and other oils	[illegible]
All other manufactures	[illegible]
All other merchandise	613
All other agricultural products	[illegible]
All other articles not included above	[illegible]
Total	125,[illegible]

EMPLOYES.

Average number of persons employed (including officials) during year	1[illegible]
Aggregate amount of salaries and wages paid them	$7,[illegible]

Officers of the Company.

Name.	*Title.*	*Official Address.*
ROBERT S. WALKER	President	146 Broadway, New York city.
WILLIAM FOSTER, Jr	Vice-President	146 Broadway, New York city.
A. A. MCCREARY	Secretary	146 Broadway, New York city.
CHARLES Q FREEMAN	Treasurer and Manager	Retsof, N. Y.
CHARLES FRANCIS STONE	Attorney	146 Broadway, New York city.
A. H. CASE	Auditor	Retsof, N. Y.
E. R. CHAPIN	Superintendent	Retsof, N. Y.
C. T. CHURCH	Gen Ft. and Pass. Agt	Retsof, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES Q. FREEMAN	Retsof, N. Y.
PELL W. FOSTER	New York city.
ROBERT S. WALKER	Flatbush, N. Y.
EDWARD W. BROWN	New York city.
JAMES W. SHAW	Orange, N. J.
JOHN T. ANDREWS	New York city.
W. V. REYNOLDS	Schaghticoke, N. Y.
A. W. TROTTER	New York city.
A. A. MCCREARY	New York city.
E. R CHAPIN	Retsof, N. Y.
WM. FOSTER, Jr	New York city.
C F. STONE	New York city.
EDWARD W. KEESE	Flatbush, N. Y.

Title of company, Genesee and Wyoming Valley Railway Company.
General offices at Retsof, Livingston county, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address A. H. Case, Auditor.

GLENDALE AND EAST RIVER.

LESSOR.

LESSEE — NEW YORK, BROOKLYN AND MANHATTAN BEACH.

OPERATED BY THE LONG ISLAND.

(Date of charter, March 26, 1874.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Issued and now outstanding	971	97,100	$7,460

Number of stockholders 1

Cost of Road.

Total cost of road up to June 30, 1894 ..... $176,626 39

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$176,626 39
Other permanent investments, as follows, viz.:	
Discount	7,460 00
	$184,086 39

LIABILITIES.

Capital stock	$7,460 00
Current liabilities, as follows, viz.:	
Open accounts	176,626 39
	$184,086 39

Description of Road and Equipment.

	Miles owned, all in New York State.
TRACK.	
Main line authorized from Greenpoint to Glendale, N. Y.	6
Main line laid, single track	2.70
Second track on main line	2.70
Grand total of tracks	5.40

Officers of the Company.

Name.	*Title.*	*Official Address.*
AUSTIN CORBIN	President	192 Broadway, N. Y. city.
GEO. S. EDGELL	Vice-President	192 Broadway, N. Y. city.
D. S. VOORHEES	Secretary and Treasurer	192 Broadway, N. Y. city.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
GEO. S. EDGELL	New York city.
EVERETT R. REYNOLDS	New York city.
FRANK M. KELLEY	New York city.
FRED COOK	Orange, N. J.
C. M. REYNOLDS	New York city.
D. S. VOORHEES	Woodbridge, N. J.

Title of company, The Glendale and East River Railroad Company.
General offices at 192 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in November.
For information concerning this report, address D. S. Voorhees, Secretary.

GLENS FALLS.

OWNED BY RENSSELAER AND SARATOGA.

LEASED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 20, 1867.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	2,000	$200,000	.....
Issued for actual cash and now outstanding	966	96,600	$96,600

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
*First mortgage	1869	35	7	Jan. and July	$125,000	$10,000	$10,000

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$77,903 46
Bridges	400 00
Superstructure (including ties)	71,395 00
Land damages	18,809 97
Passenger and freight stations	27,779 62
Engine and car houses	2,811 94
Engineering expenses	6,275 87
Road built by contract, Fort Edward to Glens Falls	250,000 00
Telegraph line	1,055 00
Total cost of road	$456,431 35

* Guaranteed by Rensselaer and Saratoga Railroad Company.

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$456,431 35

LIABILITIES.

Capital stock	$96,600 00
Funded debt	10,000 00
Current liabilities, as follows, viz.:	
Expended by Rensselaer and Saratoga Railroad Company	143,400 00
Expended by Delaware and Hudson Canal Company for extension of road to Lake George	206,431 35
	$456,431 35

Description of Road.	Miles owned, all in New York State.
TRACK.	
Main line authorized from Fort Edward to Lake George	15.12
Sidings and turnouts on main line	3.58
Total of tracks, sidings and turnouts	18.70

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE H. CRAMER	President	Troy, N. Y.
JOSEPH M. WARREN	Vice President	Troy, N. Y.
GEORGE B. WARREN	Second Vice-President	Troy, N. Y.
JOHN H. NEHER	Secretary	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
GEORGE M. CRAMER	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
ISAAC V. BAKER	Comstocks, N. Y.
CHAS. W. TILLINGHAST	Troy, N. Y.
WM. H. DOUGHTY	Troy, N. Y.
JOHN HOBART WARREN	Hoosick Falls, N. Y.
C. E DUDLEY TIBBITS	Troy, N. Y.
GEO. B. WARREN	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
NORMAN B. SQUIRES	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
LA GRAND C. CRAMER	Troy, N. Y.
CHAS. B. RUSSELL	Troy, N. Y.

Title of company, Glens Falls Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address John H. Neher, Secretary.

GLEN HAVEN.

(Date of reorganization, January 31, 1893.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash for second mortgage bonds and now outstanding	1,000	$100,000

Number of stockholders 16

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p.c.			
First mortgage	Mar. 1, 1889	5-20	6	Mar. & Sept.	$60,000	$60,000

Cost of Road and Equipment.

COST OF ROAD.	Total cost of road and equipment up to June 30, 1894.
Land damages	$7,889 50
Engineering expenses	110 25
Purchase of constructed road and equipment	160,000 00
Grand total cost of road and equipment	$167,999 75

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$5,214 34
Less operating expenses (excluding all taxes)		6,159 10
Loss from operation		$944 76
Other deductions, as follows, viz.:		
Interest on funded debt due and accrued	$3,600 00	
Taxes	904 72	
Insurance	295 25	
Rents	131 99	
		4,931 96
Deficit for year ending June 30, 1894		$5,876 72

General Income Account.

Deficit for year ending June 30, 1894	$5,876 72
Deficit up to June 30, 1893	421 48
Loss, on account (profit and loss)	667 70
Total deficit June 30, 1894	$6,965 85

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	$5,214 34

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadbed	$353 72
Repairs of bridges (including culverts and cattle guards)	65 28
Repairs of stations, shops, docks, etc	2 67
Total	$421 67
Maintenance of equipment:	
Repairs of locomotives	$673 28
Repairs of cars	102 07
Repairs of machinery and tools	20 00
Total	$795 35
Conducting transportation:	
Wages of conductors and men	$942 73
Wages of engineers and firemen	416 00
Fuel for locomotives	1,037 18
Oil and waste	52 16
Water supply	11 45
Wages of station agents and clerks	140 00
Station supplies	79 65
Other expenses for conducting transportation	400 00
Total	$3,879 17

General expenses:	
Stationery and printing	$15 00
Outside agencies and advertising	1,783 75
Interest	730 64
Telephone maintenance and operation	5 00
Other general expenses	76 52
Total	$2,569 91
Grand total operating expenses	$6,159 10

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$167,999 75
Current assets, as follows, viz.:		
Cash on hand	$748 33	
Open accounts	554 50	
Materials and supplies	15 37	
		1,318 20
Profit and loss (deficiency)		6,965 85
		$176,283 80

LIABILITIES.

Capital stock	$100,000 00
Funded debt	60,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	1,200 00
Open accounts	915 15
Loans and bills payable	5,826 00
Sundries	7,096 17
Reorganization account	1,246 48
	$176,283 80

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	29,314
Passenger train mileage	41.505

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$5,214 34	$6,159 10	$944 76
Average per passenger carried	177	21	033
Average per passenger per mile	05	06	01
Average per passenger train per mile	089	016	073

ITEM.	All local. Cents.
Computed on earnings from carrying passengers only.	
Average rate received per mile for carrying passengers, all classes	5

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line, authorized from Rochester to Glen Haven, single track	3.482
Sidings and turnouts	.876
Grand total of tracks, sidings and turnouts	4.358
Laid with steel rail, main line	3.482

Weight of rails per yard — steel, maximum, 56 lbs.; gauge of track, 3 feet; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	5	80

EQUIPMENT.	Number owned.	Total number.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	3	$46,000	3	1
First class passenger cars	5	5	.....	....	.....
Baggage, mail and express cars	1	1	.....	....	.....
Total	6	6	.....	....	.....
Flat freight cars	12	12	.....	....	....

Passenger cars are equipped with the Westinghouse air brake and Miller car coupler.
Pennsylvania Steel Company standard split switch is used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned and operated by company, miles	3.670
Highway crossings at grade without protection	4
Highway crossings over or under grade	1
Overhead obstructions less than twenty feet above track	1

Passenger cars are lighted with oil lamps, and ventilated with windows in deck.

EMPLOYES.

Average number of persons employed (including officials) during year	19
Aggregate amount of salaries and wages paid them	$23,974 37

Officers of the Company.

Name.	*Title.*	*Official Address.*
FRANK P. CROUCH	President and Treasurer	Rochester, N. Y.
F. S. MINGES	First Vice-President	Rochester, N. Y.
N. BRAYER	Second Vice-President	Rochester, N. Y.
EDWARD MAURER	Secretary	Rochester, N. Y.
E. W. HUNTINGTON	Engineer	Rochester, N. Y.

Directors of the Company.

Name.	*Residence.*
FRANK P. CROUCH	Rochester, N. Y.
F. S. MINGES	Rochester, N. Y.
N. BRAYER	Rochester, N. Y.
EDWARD MAURER	Rochester, N. Y.
E. W. HUNTINGTON	Rochester, N. Y.
JOHN RAUBER	Rochester, N. Y.
H. BAHM	Rochester, N. Y.
W. O. RAYMOND	Rochester, N. Y.
JOHN D. LYNN	Rochester, N. Y.

Title of company, Glen Haven Railroad Company.
General offices at Irondequoit, Monroe county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Thursday in February.
For information concerning this report, address Frank P. Crouch, Treasurer, Rochester, N. Y.

GOSHEN AND DECKERTOWN.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 22, 1867.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	36,000	$360,000	.....
Issued for actual cash and now outstanding	9,619	96,190	$96,190

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage bds.	July 1, 1888	40	6	Jan. & July	$240,000	$186,500	$186,500
Second mortgage bds.	Nov. 1, 1889	40	6	May & Nov	60,000	60,000	60,000
Total	.....	....	....	.....	$300,000	$246,500	$246,500

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$115,340 00
Bridges	4,180 00
Rails	117,079 63
Land damages	37,610 00
Passenger and freight stations	7,887 50
Engine and car houses	1,000 00
Interest and discount charged to construction	8,633 62
Road built by contract	50,939 25
Total cost of road	$342,690 00

Income Account for Year Ending June 30, 1894.

Gross income from all sources, as follows, viz.:		
Rental received from lessee		$19,035 00
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$14,790 00	
Taxes on earnings and capital stock	72 14	
Incidental expenses	207 00	
		15,069 14
Net income from all sources		$3,965 86
Payments from net income, as follows, viz.:		
Dividends declared 4 per cent. on $96,190 common stock		3,847 60
Surplus for year ending June 30, 1894		$118 26

General Income Account.

Surplus for year ending June 30, 1894	$118
Surplus up to June 30, 1893	1,867 45
Total surplus June 30, 1894	$1,985 74

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$343,690 00
Cash on hand	1,985 74
	$344,675 74

LIABILITIES.

Capital stock	$96,190 00
Funded debt	245,500 00
Profit and loss (surplus)	1,985 74
	$344,675 74

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Goshen, N. Y., to Pine Island, N. Y., single track	11.64
Sidings	.23
Total of tracks and sidings	11.87

Weight of rails per yard — iron, maximum, 56 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	*Title.*	*Official Address.*
G. W. MURRAY	President	Goshen, N. Y.
ROBERT YOUNG	Vice President	Goshen, N. Y.
C. S. YOUNG	Secretary and Treasurer	Goshen, N. Y.

Directors of the Company.

Name.	*Residence.*
G. W. MURRAY	Goshen, N. Y.
LEWIS WILLCOX	Goshen, N. Y.
CHAUNCEY HULSE	Goshen, N. Y.
CHARLES S. EDSALL	Goshen, N. Y.
OLIVER TUTHILL	Goshen, N. Y.
C. S. YOUNG	Goshen, N. Y.
DEWITT C. JAYNE	Florida, N. Y.
ROBERT YOUNG	Florida, N. Y.
GEORGE S VAIL	Florida, N. Y.
STEWART YOUNG	Florida, N. Y.
Z. W. VANDEROEF	Florida, N. Y.
DANIEL BAILEY	Glenwood, N. J
N. R. FEAGLES	Pine Island, N. Y.

Title of company, Goshen and Deckertown Railway Company.
General offices at Goshen, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in April.
For information concerning this report, address C. S. Young, Treasurer.

GOUVERNEUR AND OSWEGATCHIE.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 12, 1892.)

The Gouverneur and Oswegatchie railroad is leased and operated by the New York Central and Hudson River Railroad Company under an agreement dated July 8, 1892, by the terms of which the lessee company guarantees the payment of the principal and interest of the bonds of the lessor company to an amount not exceeding $300,000.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding	3,500	$350,000

Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	1892-1942	50	p.c. 5	June & Dec.	$300,000	$300,000	$300,000

Cost of Road.

Total cost of road up to June 30, 1894 ..... $650,000 00

Income Account for Year Ending June 30, 1894.

Gross income from all sources, as follows, viz.:

Rental from lease of road $15,000 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued 15,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road $650,000 00

LIABILITIES.

Capital stock $350,000 00
Funded debt 300,000 00

$650,000 00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Gouverneur to Edwards	13.05
Sidings and turnouts on main line	2.60
Total of tracks, sidings and turnouts	15.65
Laid with steel rail, main line	13.05

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHAUNCEY M. DEPEW	President	Grand Central station, N. Y.
H. WALTER WEBB	Vice-President	Grand Central station, N. Y.
IRA A. PLACE	Secretary	Grand Central station, N. Y.
E. V. W. ROSSITER	Treasurer	Grand Central station, N. Y.

Directors of the Company.

Name.	*Residence.*
CORNELIUS VANDERBILT	New York, N. Y.
WM K. VANDERBILT	New York, N. Y.
FREDK. W. VANDERBILT	New York, N. Y.
CHAUNCEY M. DEPEW	New York, N. Y.
CHARLES C. CLARKE	New York, N. Y.
J. PIERPONT MORGAN	New York, N. Y.
H. WALTER WEBB	New York, N. Y.
HORACE J. HAYDEN	New York, N. Y.
EDWARD V. W. ROSSITER	Flushing, N. Y.

Title of company, Gouverneur and Oswegatchie Railroad Company.
General offices at New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in April.
For information concerning this report, address John Carstensen, Comptroller.

GRAND VIEW BEACH.

OPERATED BY ELECTRICAL POWER.

(Date of charter, January 30, 1889.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,000	$100,000	.....
Issued for actual cash	400	$40,000	$40,000
Issued on account of construction	600	60,000	60,000
Total now outstanding	1,000	$100,000	$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	Mar. 1, 1891	20	p.c. 6	Sept. 1 & Mar. 1	$200,000	$200,000	$200,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$881 49
Superstructure (including ties)	689 76
Rails	45 00
Land	750 00
Land damages	52,427 61
Fences	749 98
Engineering expenses	3,162 02
Interest and discount charged to construction	3,582 10
Road built by contract, equipment included	236,000 00
Telephone line	407 75
Legal expenses	5,240 00
Sundry expenses	2,364 60
Total cost of road	$306,249 76
EQUIPMENT.	
Motors, fixtures to motors not in contract	$3 00
Passenger cars	188 55
Freight cars	137 50
Total cost of equipment	$329 05
Grand total cost of road and equipment	$306,578 71

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$10,995 63
Less operating expenses (excluding all taxes)		9,856 66
Gross income from all sources		$1,138 97
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$12,000 00	
Taxes on property used in operation of road	868 37	
Taxes on earnings and capital stock	98 17	
		12,966 54
Deficit for year ending June 30, 1894		$11,8[illegible]7 57

General Income Account.

Deficit for year ending June 30, 1894	$11,82[illegible] 57
Deficit up to June 30, 1893	15,269 40
Total deficit June 30, 1894	$27,196 97

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$213 84	$213 84
Passengers, all local	$10,781 79	.....	10,781 79
Total gross earnings	$10,781 79	$213 84	$10,995 63

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadbed	$1,312 47
Repairs of bridges (including culverts and cattle guards)	187 56
Other expenses for maintenance of way and structures	82 66
Total	$1,582 69
Maintenance of equipment:	
Repairs of cars	$348 21
Other expenses for maintenance of equipment	47 33
Total	$395 54

Conducting transportation:	
Wages of conductor and motorman	$1,987 19
Wages of engineers and firemen	172 37
Oil and waste	71 02
Wages of watchmen, flagmen and switchmen	157 94
Other expenses for conducting transportation	1,410 89
Total	$3,749 31
General expenses:	
Salaries of general officers and clerks	$1,427 23
General office expenses and supplies	268 76
Stationery, printing, outside agencies and advertising	293 31
Legal expenses	435 00
Other general expenses	1,715 82
Total	$4,129 12
Grand total operating expenses	$9,856 66

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$306,249 66
Cost of equipment		329 05
Other permanent investments, as follows, viz.:		
Bonds of our company		3,000 00
Current assets, as follows, viz.:		
Cash on hand	$142 02	
Open accounts	1,109 94	
		1,251 96
Profit and loss (deficiency)		27,196 97
		$338,027 64

LIABILITIES.

Capital stock		$100,000 00
Funded debt		200,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$22,000 00	
Open accounts	695 00	
Re-equipment fund	15,332 64	
		38,027 64
		$338,027 64

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	195,600
Number of passengers carried one mile	879,200
Passenger train mileage	42,500

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$10,995 63	$9,856 66	$1,138 97
Average per passenger carried	081	078	008
Average per passenger per mile	0125	0112	0013
Average per passenger train per mile	2587	2319	0268

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.25

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Charlotte to Manitou, single track	7.50
Sidings and turnouts on main line	.25
Grand total of tracks, sidings and turnouts	7.75

Weight of rails per yard — steel, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with slag, gravel and earth.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	1	15
Wooden trestles	9	3,925
Total	10	3,940

EQUIPMENT.	Number owned.	Total number.	Maximum weight of each in lbs.
First class passenger cars	7	7	4,000
Coal freight cars	1	1	6,000

Cars on road are equipped with twist chain brake and link and pin coupler.

Two Leary diamond switches, six Pennsylvania Steel Company tongue switches, eight Eliot Frog and Switch Company spring switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	7.5
Cost of real estate now held by company, exclusive of that used in operation	$750 00
Total assessed value of real estate and personal property of company	52,000 00
Railroads crossing road at grade	1
Highway crossings at grade without protection	4

Passenger cars not heated, lighted by incandescent electric lamps and ventilated by windows in the roof.

EMPLOYES.

Average number of persons employed (including officials) during year	25
Aggregate amount of salaries and wages paid them	$4,694 62

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. H. CRAIG	President	Rochester, N. Y.
MICHAEL DOYLE	Secretary and Treasurer	Rochester, N. Y.
WILLIAM H. GILLETTE	Superintendent	Charlotte, N. Y.

Directors of the Company.

Name.	*Residence.*
H. H. CRAIG	Rochester, N. Y.
MICHAEL DOYLE	Rochester, N. Y.
J. MILLER KELLY	Rochester, N. Y.
J. D. LYNN	Rochester, N. Y.
J. N. BECKLEY	Rochester, N. Y.
V. FLECKENSTEIN	Rochester, N. Y.
W. H. CRENNELL	Rochester, N. Y.

Title of company, Grand View Beach Railroad Company.
General offices at Greece, Monroe county, N. Y.
Date of close of fiscal year, January 1.
Date of stockholders' annual meeting, first Monday in February.
For information concerning this report, address Michael Doyle, Secretary, Rochester, N. Y.

GREENE.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, October 18, 1869.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	2,000	$200,000 00

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* First mortgage	Dec. 2, 1872	30	p.c. 7	June and Dec.	$200,000	$200,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894, revised.
Grading, masonry and ballast	.....	$107,928 43
Bridges	$35,455 14	80,691 63
Superstructure (including ties)	3,463 55	46,876 99
Rails	.....	57,701 64
Land, land damages and fences	.....	78,479 46
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	.....	1,688 54
Engineering expenses	.....	10,554 50
Interest and discount charged to construction	.....	17,932 91
Total cost of road	$38,918 69	$401,804 19
EQUIPMENT.		
Locomotives	.....	†$28,500 00
Passenger, mail, baggage and express cars	.....	8,000 00
Freight and other cars	.....	700 00
Total cost of equipment	.....	$37,200 00
Grand total cost of road and equipment	$1,718 69	$401,804 19

* Issued and delivered at par to lessee for building road.
† Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Bridges at Stillwater, Chenango and Willards in years 1887 and 1891, now charged as betterments	$35,455 14
New siding at Greene and Chenango	1,363 55
New crossing signal (Hall's)	2,100 00
	$38,918 69
Less rolling stock transferred to lessee	37,200 00
Total	$1,718 69

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rental, paid by lessee directly to stock and bondholders:		
Twelve months' interest on stock	$12,000 00	
Twelve months interest on bonds	14,000 00	
		$26,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$401,804 19

LIABILITIES.

Capital stock	$200,000 00
Funded debt	200,000 00
Due lessee for advances	1,804 19
	$401,804 19

Officers of the Company.

Name.	*Title.*	*Official Address.*
MAURICE BIRDSALL	President	Binghamton, N. Y.
SAMUEL SLOAN	Vice-President	26 Exchange place, N. Y. city.
JOSEPH E. JULIAND	Secretary and Treasurer	Greene, N. Y.
FREDERICK H GIBBENS	Assistant Treasurer	26 Exchange place, N. Y. city.
FRED F. CHAMBERS	Assistant Secretary	26 Exchange place, N. Y. city.
WILLIAM F. HALLSTEAD	General Manager	Scranton, Pa.
A. C. SALISBURY	Superintendent	Utica, N. Y.

Directors of the Company.

Name.	*Residence.*
MAURICE BIRDSALL	Binghamton, N. Y.
FREDERICK E. BARNARD	Greene, N. Y.
ELIAS B. JACKSON	Greene, N. Y.
FREDERICK JULIAND	Greene, N. Y.
JOSEPH E. JULIAND	Greene, N. Y.
WILLIAM J. RUSSELL	Greene, N. Y.
BENJAMIN A. WELCH	Greene, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
FRED F. CHAMBERS	Somerville, N. J.
FREDERICK H. GIBBENS	New York city.
J. F. L. CUNNINGHAM	Greene, N. Y.
J. D. VAN VALKENBURGH, Jr	Greene, N. Y.

Title of company, Greene Railroad Company.
General offices at Greene, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in October.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

GREENWICH AND JOHNSONVILLE.

(Date of charter, September 6, 1879.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,500	$150,000	.....
Issued for actual cash and now outstanding	1,180	118,000	$118,000

Number of stockholders 49

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Grading, masonry and ballast	$37,274 54
Bridges	12,561 13
Superstructure (including ties)	47,806 21
Land damages and fences	21,797 66
Passenger, freight stations, engine and car houses	1,726 35
Shops, machinery and tools	1,188 00
Engineering expenses	3,160 00
Total cost of road	$125,600 88
EQUIPMENT.	
Locomotives	$4,466 96
Passenger cars	3,397 58
Freight and other cars	1,190 00
Total cost of equipment	$9,054 54
Grand total cost of road and equipment	$134,654 37

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$40,119 66
Less operating expenses (excluding all taxes)		30,200 35
Net earnings from operation		$9,918 66
Income from other sources, as follows, viz.:		
Rent		405 17
Gross income from all sources		$10,323 83
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$806 79	
Taxes on earnings and capital stock	513 50	
Taxes other than above	80 22	
		1,400 00
Net income from all sources		$8,923 83
Payments from net income, as follows, viz.:		
Dividends declared, 10 per cent. on $118,000 common stock		11,800 00
Deficit for year ending June 30, 1894		$2,876 17

General Income Account.

Deficit for year ending June 30, 1894	$2,876 17
Surplus up to June 30, 1893	24,934 [illegible]
Total surplus June 30, 1894	$22,057 [illegible]

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$23,424 34	$23,424 34
Passengers, all local	$14,976 40	.....	14,976 40
Mail	818 27	.....	818 27
Express	900 00	.....	900 00
Total gross earnings	$16,694 67	$23,424 34	$40,119 01

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$4,892 72	$1,630 90	$6,523 62
Repairs of roadbed	3,000 12	1,000 03	4,000 15
Repairs of bridges (including culverts and cattle guards)	2,194 36	731 45	2,925 81
Repairs of stations, shops, docks, etc	83 82	27 94	111 76
Repairs of fences	3 04	1 01	4 05
Total	$10,074 06	$3,491 33	$13,565 39
Maintenance of equipment:			
Repairs of locomotives	$856 77	$285 59	$1,142 36
Repairs of cars	136 50	45 50	182 00
Total	$993 27	$331 09	$1,324 36
Conducting transportation:			
Wages of conductors and men	$1,251 00	$417 00	$1,668 00
Wages of engineers and firemen	1,827 00	609 00	2,436 00
Fuel for locomotives	2,854 63	951 54	3,806 17
Oil and waste	245 82	81 94	327 76
Wages of station agents and clerks	1,098 00	366 00	1,464 00
Wages for labor at stations	630 00	210 00	840 00
Station supplies	225 00	75 00	300 00
Other expenses for conducting transportation	79 69	26 56	106 25
Total	$8,211 14	$2,737 04	$10,948 18
General expenses:			
Salaries of general officers and clerks	$1,500 00	$500 00	$2,000 00
Stationery and printing	478 80	159 60	638 40
Insurance	331 61	110 53	442 14
Loss and damage of freight and baggage	66 23	22 07	88 30
Telegraph maintenance and operation	118 93	39 64	158 57
Mileage of cars of other companies (debit balance)	378 06	126 01	504 07
Other general expenses	396 21	132 73	530 94
Total	$3,271 84	$1,090 58	$4,362 42
Grand total operating expenses	$22,550 31	$7,650 04	$30,200 35

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$134,334 37
Current assets, as follows, viz.:	
Cash on hand	4,774 96
Bills receivable	998 42
	$140,087 75

LIABILITIES.

Capital stock	$118,000 00
Profit and loss (surplus)	22,087 75
	$140,087 75

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	89,988
Number of passengers carried one mile	4,198,982
Number of tons of freight carried	35,765
Number of tons of freight carried one mile	500,472
Passenger train mileage	27,872
Freight train mileage	10,380
Total train mileage	38,380

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$16,694 67	$32,550 31	$15,855 64
Average per passenger carried	56	75	19
Average per passenger per mile	038	051	013
Average per passenger train per mile	59	80	21
Freight earnings and expenses (including miscellaneous earnings)	23,424 34	7,650 04	Profit. 15,774 30
Average per ton of freight carried	65	21	44
Average per ton of freight per mile	04	01	03
Average per freight train per mile	2 26	73	1 53

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	3.973
Average rate received per mile per ton for carrying freight, all classes	4.682

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Greenwich to Johnsonville, single track	14.63
Sidings and turnouts on main line	1.50
Total of tracks, sidings and turnouts	16.13
Laid with steel rail, main line	14.63

Average life of ties, 8 years; weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	21	358
Wooden bridges	4	687
Wooden trestles	3	359
Total	28	1,305

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Average cost of each.	Maximum weight of each, in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 4 drivers	2	2	$6,500	7,200	2	.....
First class passenger cars	1	1	.....	.....	1	1
Baggage, mail and express cars	1	1	.....	.....	1	1
Total	2	2	.....	.....	2	2
Flat freight cars	.....	3	.....	.....	.....	.....

Miller platform and buffer couplers on passenger and express cars. Westinghouse air brake with automatic safety and ordinary switches are in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Highway crossings at grade without protection	12

Passenger cars are heated by coal stoves, lighted with kerosene oil and ventilated in deck.
National Express Company runs over line of road at $75 per month.
Contract with the United States government for transportation of mails at $844.26 a year for five years.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	524	1.4
Grain	916	2.4
Live stock	69	.1
Lumber	3,602	10.2
Iron or other ores	219	.....
Coal and coke	10,924	31.
Petroleum and other oils	205	.56
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	928	2.6
All other manufactures	4,639	13.2
All other merchandise	1,186	3.14
All other agricultural products	5,314	15.
All other articles not included above	7,222	20.4
Total	35,748	100

EMPLOYES.

Average number of persons employed (including officials) during year	32
Aggregate amount of salaries and wages paid them	$14,981 62

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLIAM D ROBERTSON	President	North Greenwich, N. Y.
ROBERT MCMURRAY	Vice-President	West Cambridge, N. Y.
E. H. GIBSON	Secretary	Greenwich, N. Y.
C. H. VAN NESS	Treasurer	Greenwich, N. Y.
J. H. THOMPSON	Superintendent	Greenwich, N. Y.

Directors of the Company.

Name.	*Residence.*
WILLIAM D. ROBERTSON	North Greenwich, N. Y.
ROBERT MCMURRAY	West Cambridge, N. Y.
HENRY GRAY	Greenwich, N. Y.
J. H. THOMPSON	Greenwich, N. Y.
W. L. COZZENS	Greenwich, N. Y.
W. L. MOWRY	Greenwich, N. Y.
E. H. GIBSON	Greenwich, N. Y.
WALDEN EDDY*	Greenwich, N. Y.
C. H. VAN NESS	Greenwich, N. Y.
A. B. COLE	Greenwich, N. Y.
LEROY THOMPSON	Greenwich, N. Y.
JAMES A. LA VAKE	Greenwich, N. Y.
EDWARD WHITESIDE	South Cambridge, N. Y.

Title of company, Greenwich and Johnsonville Railway Company.
General offices at Greenwich, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address C. H. Van Ness, Treasurer.

HARLEM RIVER AND PORTCHESTER.

LESSOR.

LESSEE—NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, April 23, 1866.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	10,000	$1,000,000	.....
Issued for actual cash and now outstanding	4,255	425,500	$42,[illegible]

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First mortgage bonds	1873	30	7	Apr. and Oct.	$1,000,000	$1,000,000	$1,000,000
First mortgage bonds	1873	30	6	Apr. and Oct.	1,000,000	1,000,000	1,000,000
Second mortgage bonds	1881	30	4	June and Dec.	1,000,000	1,000,000	1,000,000
Total	.....	....	....	.....	$3,000,000	$3,000,000	$3,000,000

* Deceased.

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$646,188 38
Bridges	304,982 91
Superstructure (including ties)	422,440 96
Land and land damages	577,891 29
Fences	16,771 57
Passenger and freight stations	51,544 36
Engine and car houses	28,958 68
Engineering expenses	75,143 56
Interest and discount charged to construction	650,668 02
Wharfing	262,284 53
Printing and stationery	2,418 67
Legal expenses	15,748 73
Taxes	11,668 51
Total cost of road	$3,066,700 17

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Income from lease of road	$170,000 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	170,000 00

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$3,066,700 17
Current assets, as follows, viz.:	
Cash on hand	80 00
	$3,066,780 17
LIABILITIES.	
Capital stock	$42,250 00
Funded debt	3,000,000 00
Current liabilities, as follows, viz.:	
Open accounts	24,530 17
	$3,066,780 17

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Harlem river, New York city, to New Rochelle Junction, N. Y., single track	11.50
Sidings and turnouts on main line	26.16
Grand total of tracks, sidings and turnouts	49.16
Laid with steel rail, main line	23.00

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN M HALL	President	Grand Central Depot, N. Y.
CHARLES P. CLARK	Vice-President	Grand Central Depot, N. Y.
WILLIAM L. SQUIRE	Treasurer	Grand Central Depot, N. Y.
WILLIAM E. BARNETT	Secretary	Grand Central Depot, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES P. CLARK	New Haven, Conn.
LEVERETT BRAINARD	Hartford, Conn.
WILLIAM D. BISHOP	Bridgeport, Conn.
J. PIERPONT MORGAN	New York city.
WILLIAM ROCKEFELLER	New York city.
GEORGE MACCULLOCH MILLER	New York city.
JOSEPH PARK	New York city.
JOHN M. HALL	New Haven, Conn.
GEORGE B. CARHART	Brooklyn, N. Y.
WILLIAM E. BARNETT	New Haven, Conn.
WILLARD PARKER	New York city.
HENRY C. ROBINSON	Hartford, Conn.
WILLIAM L. SQUIRE	New Haven, Conn.

Title of company, The Harlem River and Portchester Railroad Company.
General offices at Grand Central Depot, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Saturday in April.
For information concerning this report, address William E. Barnett, Secretary.

HARTFORD AND CONNECTICUT WESTERN.

LESSOR.

LESSEE — PHILADELPHIA, READING AND NEW ENGLAND.

(Date of charter, March 31, 1881.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	30,000	$3,000,000
Issued for bonds	19,002	$1,900,200
Issued for purchase of Rhinebeck and Connecticut railroad	8,000	800,000
Total now outstanding	27,002	$2,700,200

Number of stockholders 665

FUNDED DEBT.

Designation of Lien.	Date.	Term, years.	Interest. Rate.	Interest. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortgage bds.	June 30, 1883	20	5	Jan. 1 & July 1	$700,000	$700,000	$700,000

Cost of Road and Equipment.

Cost of road	$2,921,747 46
Cost of equipment	373,867 97
Total cost of road and equipment	$3,295,615 43

Income Account for Year Ending June 30, 1894.

Gross income from all sources, as follows, viz.:

From lease of road	$88,963 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	35,000 00
Net income from all sources	$53,963 00

Payments from net income, as follows, viz.:

Dividends declared, one per cent. on $2,699,000 common stock.....	$26,990 00	
Dividends declared, one per cent. on $2,699,800 common stock.....	26,998 00	
		$53,988 00

General Income Account.

Deficit up to June 30, 1893.....	$10,310 51

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road.....	$2,921,747 46
Cost of equipment.....	373,867 97
Other permanent investments, as follows, viz.:	
Real estate.....	99,099 47
Springfield and Connecticut railroad.....	37,072 58
Profit and loss (deficiency).....	10,310 51
	$3,442,097 99

LIABILITIES.

Capital stock.....		$2,700,300 00
Funded debt.....		700,000 00
Current liabilities, as follows, viz.:		
Loans and bills payable.....	$22,697 99	
Convertible bonds.....	19,800 00	
		42,497 99
		$3,442,097 99

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Hartford to Rhinecliff, single track.....	42.50
Sidings and turnouts on main line.....	6.85
Grand total of tracks, sidings and turnouts.....	49 35
Laid with steel rail, main line.....	30.71
Laid with iron rail, main line.....	11.79

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. O. SEIXAS.....	President.....	New York city.
J. O. PHELPS.....	Vice-President.....	Simsbury, Conn.
E. R. BEARDSLEY.....	Secretary and Treasurer.....	Hartford, Conn.
H. W. WATSON.....	Auditor.....	Hartford, Conn.

Directors of the Company.

Name.	*Residence.*
H. O. SEIXAS.....	New York city.
JAMES ARMSTRONG.....	New York city.
A. A. MCLEOD.....	Philadelphia, Pa.
W. R. TAYLOR.....	Philadelphia, Pa.
J. W. BROOK.....	Philadelphia, Pa.
C. TOWER, Jr.....	Philadelphia, Pa.
W. W. GIBBS.....	Philadelphia, Pa.
J. H. APPLETON.....	Springfield, Mass.
H. A. BOTSFORD.....	Hartford, Conn.
J. O. PHELPS.....	Simsbury, Conn.
HENRY GAY.....	West Winsted, Conn.
FREDERICK MILES.....	Chapinville, Conn.
E. W. SPURR.....	Falls Village, Conn.

Title of company, Hartford and Connecticut Western Railroad Company.
General offices at Hartford, Conn.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in December.
For information concerning this report, address E. R. Beardsley, Secretary and Treasurer.

HAYTS CORNERS, OVID AND WILLARD.

LESSOR.

LESSEE—LEHIGH VALLEY RAILROAD.

(Date of charter, September 15, 1883.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	400	$40,000
Issued for actual cash and now outstanding	41	4,100

Number of stockholders 27

Cost of Road.

	Total cost of road up to June 30, 1894.
Land and land damages	$2,278 [illegible]

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Hayts Corners to Willards, single track	5.18

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES B. THOMAS	President	Ovid, N. Y.
*WILLIAM JONES	Treasurer	Ovid, N. Y.
JOHN F. COVERT	Secretary	Ovid, N. Y.

Directors of the Company.

Name.	*Residence.*
GEORGE W. JACOCKS	Geneva, N. Y.
JAMES B. THOMAS	Ovid, N. Y.
*WILLIAM JONES	Ovid, N Y.
WILLIAM C. HAZLETON	Ovid, N Y.
CHARLES V. SUTTON	Ovid, N. Y.
JOHN DENNISTON	Ovid, N. Y.
ALDEN HORTON	Ovid, N. Y.
JOHN F. COVERT	Ovid, N. Y.
SILAS W. KINNE	Ovid, N Y.
*HERMAN D. EASTMAN	Lodi, N Y.
*ABRAM B. JOHNSON	Hayts Corners, N. Y.
JOHN B. CHAPIN	Philadelphia, Pa.

Title of company, Hayts Corners, Ovid and Willard Railroad Company.
Date of close of fiscal year, September 22.
For information concerning this report, address James B. Thomas, President, Ovid, N. Y.

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* Deceased.

ISLAND.

(Date of charter, September 1, 1883.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	2,500	$250,000
Issued for actual cash	100	$10,000
Issued for property	1,900	190,000
Total now outstanding	2,000	$200,000

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*General mortgage bonds	Nov. 1, 1883	40	p.c. 6	Semi-annual	$400,000	$250,000

† Cost of Road and Equipment.

ROAD.

Total cost of road	$449,000 00

EQUIPMENT.

Locomotives	6,500 00
Grand total cost of road and equipment	$455,500 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$51,556 19
Less operating expenses (excluding all taxes)	26,307 39
Net earnings from operation	$25,248 80
Income from other sources, as follows, viz.:	
Rentals	1,500 00
Gross income from all sources	$26,748 80

*The foregoing bonds, amount authorized $400,000, together with 1,900 shares of stock, were issued in payment for property in the city of Buffalo, conveyed to said corporation and owned by it.

†For details, see Report of 1893.

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	$15,000 00	
Taxes	9,707 20	
		$24,707 20
Surplus for year ending June 30, 1894		$2,041 60

General Income Account.

Surplus for year ending June 30, 1894	$2,041 60
Deficit up to June 30, 1893	18,593 71
Total deficit June 30, 1894	$16,552 11

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Received for hauling coal	$51,556 19

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	$267 75
Repairs of trestle	1,954 73
Repairs of docks	123 97
Total	$2,346 45

Maintenance of equipment:

Repairs of locomotives	$316 94
Repairs of machinery and tools	1,124 32
Total	$1,441 26

Conducting transportation:

Wages of conductors, men, engineers and firemen	$1,939 03
Fuel for locomotive and engine	516 96
Oil and waste	35 91
Water supply	25 00
Wages of laborers handling coal	17,643 46
Total	$20,160 36

General expenses:

Salaries of general officers and clerks	$1,200 00
General office expenses and supplies	25 78
Stationery and printing	63 30
Legal expenses	100 00
Other general expenses	970 24
Total	$2,359 32
Grand total operating expenses	$26,307 36

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$419,000 00
Cost of equipment	5,500 00
Current assets, as follows, viz.:	
Cash on hand	681 01
Open accounts	151 65
Profit and loss (deficiency)	16,552 11
	$472,884 77

LIABILITIES.

Capital stock	$200,000 00
Funded debt	250,000 00
Current liabilities, as follows, viz.:	
Open accounts	22,884 77
	$472,884 77

Description of Road and Equipment.

TRACK.	Feet owned, all in N. Y. State.
Main line from terminal to terminal, single track	710
Sidings and turnouts on main line	5,330
Grand total of tracks, sidings and turnouts	6,040
Laid with steel rail, main line	710
Laid with steel rail, branches, or other roads	5,330

BRIDGES.	Entire line in N. Y. State.
Wooden trestles	1

EQUIPMENT.	
Locomotive, 6 driver	1

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$449,905

The company handles cars of any corporation desiring to unload coal at its docks.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Coal and coke	192,887

NUMBER OF ACCIDENTS.	Injured.
Employes	1

EMPLOYES.

Average number of persons employed (including officials) during year	46
Aggregate amount of salaries and wages paid them	$20,782 49

Officers of the Company.

Name.	*Title.*	*Official Address.*
E. H. MEAD	President	No. 1 Broadway, New York city.
SAMUEL THORNE	Vice-President	No. 1 Broadway, New York city.
WILLIAM E. STREET	Secretary and Treasurer	No. 1 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
E. H. MEAD	South Orange, N. J.
W. E. STREET	Darien, Conn.
SAMUEL THORNE	New York city.
G. W. QUINTARD	New York city.
THOMAS HODGSON	Buffalo, N. Y.
FRANKLIN SELLECK	Buffalo, N. Y.
H. L. TERHUNE	Mount Clair, N. J.

Title of company, The Island Railroad Company.
General offices at No 1 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday of September.
For information concerning this report, address Thomas Hodgson, General Superintendent, Buffalo, N. Y.

KAATERSKILL.

(Date of charter, November 23, 1889.)

For history of organization, etc., see Reports of 1892 and 1893.

The controlling interest of this road and property was transferred to the Ulster and Delaware Railroad Company, as of June 1, 1893, by purchase of its stock and bonds.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,000	$100,000	$100,000

Number of stockholders 11

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$73,103 72
Bridges	$680 25	21,184 89
Superstructure (including ties)	.....	12,010 01
Rails	.....	24,912 24
Land, land damages and fences	.....	6,567 72
Passenger and freight stations	.....	6,559 48
Engine and car houses	.....	1,016 40
Shops, machinery and tools	.....	307 19
Fuel and water stations	.....	434 99
Engineering expenses	.....	3,671 40
Total cost of road	$680 25	$149,868 14
EQUIPMENT.		
Locomotives	$3,374 88	$22,409 64
Passenger cars	2,925 00	9,061 25
Mail, baggage and express cars	.....	3,000 00
Freight and other cars	.....	221 29
Total cost of equipment	$6,299 88	$34,662 18
Grand total cost of road and equipment	$6,980 13	$184,530 32

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New piers for bridges	$680 25
One locomotive	3,374 88
One combined passenger and baggage car	2,925 00
Total	$6,980 13

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$11,175 39
Less operating expenses (excluding all taxes)	11,522 61
Deficit from all sources	$347 22

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	$702 00	
Taxes on earnings and capital stock	80 55	
Taxes other than above	27 87	
Discount and interest	498 76	
		1,309 18
Deficit for year ending June 30, 1894		$1,656 40

General Income Account.

Deficit for year ending June 30, 1894	$1,656 40	
Surplus up to June 30, 1893	78,822 09	
		$77,165 69
Deduct item charged directly to income account		262 07
Total surplus June 30, 1894		$76,903 62

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, all local		.....	$2,478 10	$2,478 10
Passengers, all local		$8,082 67	.....	8,082 67
Mail		118 00	.....	118 00
Express		406 62	.....	406 62
Miscellaneous, as follows, viz.:				
Train service	$90 00	67 50	22 50	90 00
Total gross earnings		$8,674 79	$2,500 60	$11,175 39

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed and track	$1,755 65	$585 22	$2,340 87
Repairs of bridges (including culverts and cattle guards)	244 59	81 52	326 11
Repairs of stations, shops, docks, etc	113 21	37 73	150 94
Repairs of fences	8 18	2 72	10 90
Other expenses for maintenance of way and structures	48 60	16 20	64 80
Total	$2,170 23	$723 39	$2,893 62
Maintenance of equipment:			
Repairs of locomotives	$646 92	$215 64	$862 56
Repairs of cars	242 22	80 74	322 96
Total	$889 14	$296 38	$1,185 52
Conducting transportation:			
Wages of conductors and men	$1,026 87	$342 29	$1,369 16
Wages of engineers and firemen	925 77	308 58	1,234 35
Fuel for locomotives	1,014 09	338 02	1,352 11
Oil and waste	87 35	29 11	116 46
Water supply	123 75	41 25	165 00
Other train supplies or expenses	9 10	3 03	12 13
Wages of station agents and clerks	513 44	171 14	684 58
Wages for labor at stations	63 68	21 23	84 91
Station supplies	3 80	1 26	5 06
Total	$3,767 85	$1,255 91	$5,023 76
General expenses:			
Salaries of general officers and clerks	$1,097 78	$365 93	$1,463 71
General office expenses and supplies	3 75	1 25	5 00
Stationery and printing	253 86	84 28	337 14
Outside agencies and advertising	241 51	80 50	322 01
Loss and damage of freight and baggage	1 80	60	2 40
Telegraph maintenance and operation	217 09	72 36	289 45
Total	$1,814 79	$604 92	$2,419 71
Grand total operating expenses	$8,642 01	$2,880 60	$11,522 61

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$149,868 14
Cost of equipment		34,662 18
Current assets, as follows, viz.:		
Due by agents	$940 80	
Open accounts	478 92	
Materials and supplies	523 62	
		1,943 34
		$186,473 66

LIABILITIES.

Capital stock		$100,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$4,428 75	
Loans and bills payable	267 84	
Treasurer	4,871 95	
Deferred pay roll account	1 50	
		9,570 04
Profit and loss (surplus)		76,903 62
		$186,473 66

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	22,449
Number of passengers carried one mile	113,009
Number of tons of freight carried	2,958
Number of tons of freight carried one mile	10,840
Mixed train mileage	15,760

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$8,674 79	$8,642 01	$32 78
Average per passenger carried	38642	38496	00146
Average per passenger per mile	07677	07648	00029
Average per passenger train per mile	73390	73113	00277
Freight earnings and expenses (including miscellaneous earnings)	2,500 60	2,880 60	Loss. 380 00
Average per ton of freight carried	84537	97384	12847
Average per ton of freight per mile	24184	27859	03675
Average per freight train per mile	63467	73112	09645

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents
Average rate received per mile for carrying passengers, all classes	7.152
Average rate received per mile per ton for carrying freight, all classes	23.966

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line from Kaaterskill junction to Kaaterskill station, single track	7.5	1	8.5
Sidings and turnouts on main line	.63	.12	.75
Grand total of tracks, sidings and turnouts	8.13	1.12	9.25
Laid with steel rail, main line and sidings	8.13	1.12	9.25

Average life of rails—steel, 15 years; average life of ties, 7 years; weight of rails per yard—steel, 42 lbs.; gauge of track, 3 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
*Catskill & Ta'nersville R.R	Kaaterskill station..	Catskill Mt. station.	1	1	Leased	1

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	1	106
Wooden trestles	10	761
Total	11	867

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	3	$7,469 88	56,000	18	3	.....
First class passenger cars	2	$3,000	22,000	16	2	2
Combined passenger and baggage car	1	2,925	23,000	14	1	1
Baggage, mail and express cars	2	1,500	19,000	14	2	2
Total	5	.....	.....	.....	5	5
Service cars	4	$35	400	9	.....	.....

Westinghouse train-brake and Miller coupler and buffer on passenger and baggage cars; have no freight cars.

Stub switches are in use on this road its entire length.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$35,668 74
Highway crossings at grade without protection	4
Highway crossings over or under grade	1

Trains are run only during summer months.

Cars are lighted by oil lamps and ventilated by deck roof and overdoor ventilators.

American Express Company runs over line and pays for general merchandise 17½ cents per 100 lbs.

Compensation for transportation of mails is at rate of $370.69 per annum.

*The above road was leased by this company for three years, from January 1, 1893. It is one mile in length and extends from Kaaterskill station, the terminus of this road, to Catskill Mountain station, where it connects with the Otis Elevated road. This company has operated the above road since July 8, 1893

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	275	9.297
Grain	505	17.072
Meats and provisions	103	3.448
Lumber	268	9.060
Coal and coke	574	19.405
Petroleum and other oils	129	4.36
All other manufactures	383	12.948
All other merchandise	298	10.075
All other articles not included above	414	14.334
Total	2,958	100

EMPLOYES.

Average number of persons employed (including officials) during year	26
Aggregate amount of salaries and wages paid them	$7,885 52

Officers of the Company.

Name.	*Title.*	*Official Address.*
HORACE G. YOUNG	President	Rondout, N. Y.
H. C. SOOP	Vice-President	Rondout, N. Y.
JAMES H. JONES	General Superintendent	Rondout, N. Y.
R. B. JONES	Secretary	Rondout, N. Y.
N. A. SIMS	General Freight and Passenger Agent.	Rondout, N. Y.
T. C. HOORNBEEK	Treasurer	Rondout, N. Y.

Directors of the Company.

Name.	*Residence.*
HORACE G. YOUNG	Albany, N. Y.
ALBERT CARDOZA	New York city.
GEORGE HARDING	Philadelphia, Pa.
J. D. LAYNG	New York city.
H. C. SOOP	Kingston, N. Y.
JAMES H. JONES	Rondout, N. Y.
R. B. JONES	Rondout, N. Y.

Title of company, Kaaterskill Railroad Company.
General offices at Rondout, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday of February.
For information concerning this report, address R. B. Jones, Auditor.

KANONA AND PRATTSBURG.

(Date of charter, April, 1868.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	1,200	$120,000
Issued for actual cash and now outstanding	120	$12,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p. c.			
* First mortgage bonds	April 8, 1888.	30	5	Semi-ann'lly.	$192,000	$192,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$49,128 22
Bridges	.....	5,237 33
Superstructure (including ties)	$196 00	15,225 58
Rails	.....	36,599 27
Land and land damages	350 00	20,938 70
Fences	275 00	1,705 88
Passenger and freight stations	.....	685 00
Engine and car houses	200 00	4,300 00
Fuel and water stations	.....	247 21
Engineering expenses	150 00	10,544 40
New sidings and yard extensions	1,209 90	1,209 90
Improvements at offices	.....	300 00
Total cost of road	$2,380 90	$146,121 49
Total cost of equipment	.....	5,505 43
Grand total cost of road and equipment	.....	$151,626 92

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$16,363 39
Less operating expenses (excluding all taxes)	12,304 72
Gross income from all sources	$4,058 67
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	752 26
Surplus for year ending June 30, 1894	$3,306 41

General Income Account.

Surplus for year ending June 30, 1894	$3,306 41
Surplus up to June 30, 1893	4,978 69
Total surplus June 30, 1894	$8,285 10

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local	.....	$9,689 67	$9,689 67
Passengers, all local	$5,185 35	.....	.....
Mail	541 58	.....	.....
Express	500 49	.....	.....
Lease of buildings, etc	446 30	.....	6,673 72
Total gross earnings	$6,673 72	$9,689 67	$16,363 39

* These bonds are not sold, but hypothecated by the company.

OPERATING EXPENSES.

Maintenance of way and structures	$3,785 76
Maintenance of equipment	363 49
Conducting transportation:	
Wages of conductor, men and engineers and firemen	$1,883 44
Fuel for locomotives, oil and waste and water supply	2,468 76
Wages of station agents and clerks	1,782 98
Other expenses for conducting transportation	13 21
Total	$6,148 39
General expenses:	
Salaries of general officers and clerks	$1,349 80
General office expenses and supplies	708 10
Stationery and printing	231 00
Outside agencies and advertising	271 10
Legal expenses	100 00
Mileage of cars of other companies (debit balance)	387 08
Total	$3,087 08
Grand total operating expenses	$12,304 72

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$141,121 49
Cost of equipment		5,505 46
Current assets, as follows, viz.:		
Cash on hand	$223 70	
Open accounts	315 00	
Materials and supplies	309 00	
		848 70
		$147,475 65

LIABILITIES.

Capital stock	$12,000 00
Funded debt, $192,000; held as collateral against the loan.	
Current liabilities, as follows, viz.:	
Audited vouchers, pay rolls and open accounts	802 77
Loans and bills payable	100,000 00
Sundries	31,377 75
Profit and loss (surplus)	8,285 10
	$152,465 62

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	14,113
Number of passengers carried one mile	158,243
Number of tons of freight carried	15,919
Number of tons of freight carried one mile	175,109
Total train mileage	21,400

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Kanona to Prattsburgh, single track	11.44
Sidings and turnouts on main line	.50
Grand total of tracks, sidings and turnouts	11.94

Average life of rails — steel, 12 years; average life of ties, 10 years; weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	10	423

EQUIPMENT.	Number leased.	Average cost of each.	Maximum weight of each, in lbs.	Number equipped with patent brake.
Locomotives, 4 drivers	1	$5,500	90,000	1
Passenger, baggage, mail and express cars	1	$3,500	.....	1
Box freight cars	6	$500	.....	.....
Flat freight cars	3	300	.....	.....
Coal freight cars	3	300	.....	.....
Total	12	.....	.....	.....

Passenger car equipped with Westinghouse air brake; freight cars with the hand brake.
Split switches used on road, nine in all.

Miscellaneous Statistics.	Entire line in N. Y. State.
Highway crossings at grade without protection	8

Passenger car heated by stove, lighted by lamps (kerosene oil) and ventilated by windows and ventilators in roof.

Wells-Fargo Express Company runs over road and allows 10 cents per 100 lbs. on freight and 10 per cent. of the gross earnings.

The United States government allows for transportation of mails $42.75 per mile on an average of 3.1 lbs. per day; if more, are allowed in proportion.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour, grain, oats, barley, rye, buckwheat and hay	5,570
Grain	800
Live stock	290
Lumber	1,450
Coal and coke	1,460
Petroleum and other oils; shipments of manufactured goods received by railroad companies within this State from manufactories within this State; all other manufactures; all other merchandise	2,359
All other agricultural products, potatoes and apples	3,990
Total	15,919

EMPLOYES.

Average number of persons employed (including officials) during year	18
Aggregate amount of salaries and wages paid them	$6,064 79

Officers of the Company.

Name.	*Title.*	*Official Address.*
A. E. GODEFFROY	President and Receiver	45 Broadway, N. Y. city.
MARTIN PINNEY	Vice-President	Prattsburgh, N. Y.
JAY K. SMITH	Secretary	Prattsburgh, N. Y.
A. K. SMITH	Treasurer	Prattsburgh, N. Y.

Directors of the Company.

Name.	*Residence.*
A. E. GODEFFROY	New York city.
MARTIN PINNEY	Prattsburgh, N. Y.
JAY K. SMITH	Prattsburgh, N. Y.
A. K. SMITH	Prattsburgh, N. Y.
J. H. FOSTER	New York city.
CHAS. O. THOMPSON	New York city.
CHAS. KIMBALL	New York city.

Title of company, The Kanona and Prattsburgh Railroad Company.
General offices at Prattsburgh. N Y.
Date of close of fiscal year, January 1.
Date of stockholders' annual meeting, April 20.
For information concerning this report, address A. E. Godeffroy, receiver, 45 Broadway, New York city.

KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN.

(Date of charter, April 4, 1889.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	6,000	$60,000	.....
Issued for actual cash and now outstanding	3,071	30,710	$30,710

Number of stockholders 91

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage	Dec. 1, 1889	20	6	June & Dec.	$30,000	$30,000	$30,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$1,577 08	$4,288 96
Bridges	109 50	11,732 79
Superstructure (including ties and rails)	76 76	8,621 54
Rails	702 11	12,453 44
Land	.....	350 00
Land damages	.....	1,621 11
Passenger and freight stations	306 69	2,457 42
Engine and car houses	.....	576 07
Shops, machinery and tools	264 75	490 10
Fuel and water stations	.....	208 09
Interest and discount charged to construction	.....	50 00
Road built by contract	.....	16,500 00
Telegraph line	.....	375 90
Total cost of road	$3,036 89	$59,675 42
EQUIPMENT.		
Passenger cars	$137 50	$3,300 00
Freight and other cars	91 00	91 00
Transfer wagon	.....	147 95
Total cost of equipment	$228 50	$3,538 95
Grand total cost of road and equipment	$3,265 39	$63,214 37

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$16,269 19
Less operating expenses (excluding all taxes)		12,719 23
Gross income from all sources		$3,549 96
Deductions from income, as follows, viz.:		
Interest on funded debt, due and accrued	$1,800 00	
Rental of locomotive	500 00	
Taxes on property used in operation of road	90 13	
Taxes on earnings and capital stock	80 99	
Taxes other than above	20 56	
		2,492 08
Surplus for year ending June 30, 1894		$1,057 88

General Income Account.

Surplus for year ending June 30, 1894	$1,057 88
Deficit up to June 30, 1893	239 60
	$818 28
Custom coal	1,117 01
Old rails sold	615 27
Accounts credited	83 17
Total surplus June 30, 1894	$2,633 73

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$4,131 74			
Freight, local	3,516 87	.....	$7,648 61	$7,648 61
Passengers, through	$5,305 23			
Passengers, local	2,355 36	$7,660 58	.....	.....
Mail		480 00	.....	.....
Express		480 00	.....	8,620 58
Total gross earnings		$8,620 58	$7,648 61	$16,269 19

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$346 73	$346 77	$693 50
Iron rails laid	44 52	44 52	89 04
Repairs of roadbed, new ties	417 75	417 77	835 52
Repairs of bridges (including culverts and cattle guards)	32 10	32 08	64 18
Repairs of stations, shops, docks, etc.	16 32	16 30	32 62
Repairs of fences	19 62	19 63	39 25
Other expenses for maintenance of way and structures	15 63	15 63	31 26
Total	$792 67	$792 70	$1,585 37
Maintenance of equipment:			
Repairs of locomotives	$131 25	$130 90	$262 15
Repairs of cars	114 29	46 30	160 59
Repairs of machinery and tools	1 51	1 52	3 03
Other expenses for maintenance of equipment	48 71	06	48 77
Total	$295 76	$178 78	$474 54
Conducting transportation:			
Wages of conductors and men	$570 00	$570 00	$1,140 00
Wages of engineers and firemen	690 00	690 00	1,380 00
Fuel for locomotives	2,182 94	2,182 98	4,365 92
Oil and waste	141 12	141 16	282 28
Water supply	11 62	11 63	23 25
Other train supplies or expenses	20 41	22	20 63
Wages of station agents and clerks	732 50	730 50	1,465 00
Station supplies	17 14	15 04	32 18
Wages of watchmen, flagmen and switchmen	180 00	180 00	360 00
Other expenses for conducting transportation	390 95	225 00	615 95
Total	$4,936 68	$4,748 53	$9,685 21
General expenses:			
Salaries of general officers and clerks	$48 33	$48 33	$96 66
General office expenses and supplies	12 75	49 00	61 75
Stationery and printing	48 00	6 00	54 00
Outside agencies and advertising	12 50	12 50	25 00
Legal expenses	189 61	189 61	379 22
Loss and damage of freight and baggage	6 00	142 05	148 05
Telegraph maintenance and operation	10 15	10 14	20 29
Mileage of cars of other companies (debit balance)	74 00	112 14	186 14
Other general expenses	.....	8 00	8 00
Total	$401 34	$572 77	$974 11
Grand total operating expenses	$6,426 45	$6,292 78	$12,719 23

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$59,675 42
Cost of equipment		3,538 95
Current assets, as follows, viz.:		
Cash on hand	$532 59	
Due by agents	105 98	
Account tickets	55 03	
Open accounts, coal accounts	682 15	
		1,690 75
		$64,905 12

LIABILITIES.

Capital stock		$30,710 00
Funded debt		30,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$150 00	
Open accounts, tickets	411 39	
Bills payable	1,000 00	
		1,561 39
Profit and loss (surplus)		2,633 73
		$64,905 12

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	16,112	10,086	26,198
Number of passengers carried one mile	90,871	40,344	131,215
Number of tons of freight carried	12,526.39	13,365.98	25,892.31
Number of tons of freight carried one mile	70,648.84	60,146.63	130,795.47
Mixed train mileage	.....	.....	24,680.64

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	5.838
Average rate received per mile per ton for carrying freight, all classes	5.841

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Port Kent to Keeseville, single track	5.64
Sidings and turnouts on main line	.32
Total of tracks, sidings and turnouts	5.96
Laid with steel rail, main line	3.485
Laid with iron rail main line	2.155

Weight of rails per yard—steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches. Ballasted with sand.

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	1	220
Wooden bridges	8	60
Wooden trestles	4	736
Total	13	1,096

Description of Road and Equipment.

EQUIPMENT.	Number owned.	No. equipped with patent brake.	No. equipped with patent coupler.
First class passenger cars	2	2	2

Air and hand brakes, patent and link coupling, on cars. Three point switches, main line, and four-stub switches, sidings.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	5.75
Total assessed value of real estate and personal property of company	$5,500
Length of steel rails laid during the year in repairs, miles	2.04
Highway crossings at grade without protection	5

Passenger cars are heated by coal stoves, lighted with kerosene and ventilated by raised roof ventilators.

National Express Company runs over line; service rendered at $40 per month.

Mail carried for contractor.

Description of Freight Moved.

Item.	Tonnage.
Flour	362
Grain	58
Meats and provisions	92
Live stock	18
Lumber	5,402
Pig and bar iron and steel	794
Coal	3,031
Petroleum and other oils	305
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	14,272
All other merchandise	371
All other agricultural products	84
All other articles not included above	1,119
Total	25,808

Average number of persons employed (including officials) during year	18
Aggregate amount of salaries and wages paid them	$4,441 66

Officers of the Company.

Name.	*Title.*	*Official Address.*
EDMUND K BABER	President	Keeseville, N. Y.
RUFUS PRESCOTT	Vice-President	Keeseville, N. Y.
CHAS. M. HOPKINS	Treasurer	Keeseville, N. Y.
ADELBERT W. BOYNTON	Secretary and Passenger Agent	Keeseville, N. Y.
CONANT S. TAYLOR	General Manager	Keeseville, N. Y.
GEORGE A. LEWIS	Superintendent	Keeseville, N. Y.

Directors of the Company.

Name.	*Residence.*
RUFUS PRESCOTT	Keeseville, N. Y.
EDMUND K. ROMEYN	Keeseville, N. Y.
GEORGE N. KINGSLAND	Keeseville, N. Y.
CONANT S. TAYLOR	Keeseville, N. Y.
CHARLES M HOPKINS	Keeseville, N. Y.
EDMUND K BABER	Keeseville, N. Y.
HENRY M. MOULD	Keeseville, N. Y.
ADELBERT W. BOYNTON	Keeseville, N. Y.
CHARLES H. PRESCOTT	Keeseville, N Y.
MICHAEL J. CALLMAN	Keeseville, N. Y.
RICHARD HOAG	Keeseville, N. Y.
HERMAN H. TORRENCE	Keeseville, N. Y.
THOS. S. COOLIDGE	Glens Falls, N. Y.

Title of company, Keeseville, Ausable Chasm and Lake Champlain Railroad Company.

General offices at Keeseville, Essex county, N. Y.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, first Tuesday in April.

For information concerning this report, address Charles M. Hopkins, Treasurer.

KINDERHOOK AND HUDSON.

(Date of charter, January 9, 1889.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,700	$170,000	.....
Issued for actual cash	17	$1,700	$1,700
Issued on account of construction	1,683	168,300	.....
Total now outstanding	1,700	$170,000	$1,700

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds	Dec. 1, 1889	20	p.c. 6	June and Dec.	$375,000	$375,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$4,525 55	.....
Land damages	5,110 50	.....
Purchase of constructed road and equipment	.....	$559,359 19
Total cost of road and equipment	$9,636 05	$559,359 19

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$35,057 45
Less operating expenses (excluding all taxes)		18,494 84
Gross income from all sources		$16,562 61
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$13,502 50	
Rentals	7,963 80	
Taxes on property used in operation of road	494 34	
		21,960 64
Deficit for year ending June 30, 1894		$5,398 03

General Income Account.

Deficit for year ending June 30, 1894	$5,398 03	
Surplus up to June 30, 1893	23,380 84	
		$17,982 81
Interest on floating debt and sundry other items charged to profit and loss		15,079 16
Total surplus June 30, 1894		$2,903 65

DETAILED STATEMENT OF RENTALS.

Boston and Albany Railroad Company	$7,968 80

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local	.....	$18,069 58	$18,069 58
Passengers, local	$15,427 63	.....	15,427 63
Mail	937 85	.....	937 85
Express	436 67	.....	436 67
Miscellaneous, as follows, viz.:			
Car mileage	185 72	.....	185 72
Total gross earnings	$16,987 87	$18,069 58	$35,057 45

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$927 76	$927 76	$1,855 52
Repairs of roadbed	16 97	16 97	33 74
Repairs of bridges (including culverts and cattle guards)	18 50	18 50	37 00
Repairs of stations, shops, docks, etc.	5 90	5 90	11 80
Repairs of fences	7 69	7 70	15 38
Other expenses for maintenance of way and structures	25 00	25 00	50 00
Total	$1,001 82	$1,001 82	$2,003 74
Maintenance of equipment:			
Repairs of locomotives	$322 87	$322 87	$645 74
Repairs of cars	290 12	103 11	393 23
Total	$612 99	$425 98	$1,038 97
Conducting transportation:			
Wages of conductors and men	$928 89	$928 89	$1,857 78
Wages of engineers and firemen	1,235 64	1,235 63	2,471 27
Fuel for locomotives	2,909 31	1,454 65	4,363 96
Oil and waste	117 74	117 75	235 49
Other train supplies or expenses	62 28	62 27	124 55
Wages of station agents and clerks	783 61	783 61	1,567 22
Station supplies	71 13	71 13	142 26
Wages of watchmen, flagmen and switchmen	140 57	140 56	281 13
Other expenses for conducting transportation	88 60	88 60	177 20
Total	$6,337 77	$4,853 09	$11,290 86
General expenses:			
Salaries of general officers and clerks	$1,500 00	$1,500 00	$3,000 00
General office expenses and supplies	165 67	165 67	331 34
Stationery and printing	111 06	111 06	222 12
Outside agencies and advertising	70 00	70 00	140 00
Legal expenses	108 00	108 00	216 00
Loss and damage of freight and baggage	.....	11 96	11 96
Damage to cattle and property	1 50	1 50	3 00
Telephone maintenance and operation	123 00	123 00	246 00
Other general expenses	30 42	30 43	60 85
Total	$2,109 65	$2,121 62	$4,231 27
Grand total operating expenses	$10,062 23	$8,432 61	$18,494 84

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$559,359 19
Other permanent investments, as follows, viz.:	
Bonds of this company	120,000 00
Real estate	265 13
Current assets, as follows, viz.:	
Cash on hand	3 41
Open accounts	11 50
	$689,663 23

LIABILITIES.

Capital stock	$170,000 00
Funded debt	375,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	38,770 00
Open accounts	27,467 39
Loans and bills payable	75,522 19
Profit and loss (surplus)	2,903 65
	$689,663 23

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	65,628
Number of passengers carried one mile	413,769
Number of tons of freight carried	21,759
Number of tons of freight carried one mile	806,904
Passenger train mileage	39,358
Freight train mileage	11,052
Total train mileage	50,410

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$16,987 87	$10,062 23	$6,925 64
Average per passenger carried	258	153	105
Average per passenger per mile	041	0243	0167
Average per passenger train per mile	432	256	176
Freight earnings and expenses (including miscellaneous earnings)	18,069 58	8,432 61	9,636 97
Average per ton of freight carried	83	39	44
Average per ton of freight per mile	0873	0407	466
Average per freight train per mile	163	76	87

ITEM.	
Computed on earnings from carrying passengers and freight only.	All local.
Average rate received per mile for carrying passengers, all classes	3.7
Average rate received per mile per ton for carrying freight, all classes	8.7

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Niverville to Hudson Junction, single track	16.23
Sidings and turnouts on main line	1
Grand total of tracks, sidings and turnouts	17.23
Laid with steel rail, main line	16.23
Laid with steel rail, branches or other roads	1

Average life of rails—steel, 15 years; weight of rails per yard—steel, maximum, 56 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE. Number.	Aggregate length.
		Feet.
Iron bridges	4	393
Wooden bridges	1	20
Total	5	413

EQUIPMENT.	Number owned.	Maximum weight of each, in lbs	Average life of each, in years.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 4 drivers	3	89,000	17	3	3
First class passenger cars	2	38,000	.....	2	2
Baggage, mail and express cars	1	36,000	.....	1	1
Total	3	.....	.....	3	3
Box freight cars	10	22,000	.....	.....	.....
Coal freight cars	2	20,000	.....	.....	.....
Flat freight cars	8	18,000	.....	.....	.....
Service cars	4	750	.....	.....	.....
Total	24	.....	.....	.....	.....

Cars equipped with Westinghouse brake and Clark-Jeffrey coupler.
All split switches; steel rail frog.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	20

Passenger cars are heated by stoves, lighted by coal oil and ventilated by side ventilators.
American Express Company runs over line of road.
Receive from United States government for transportation of mails $937.85.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	964	4.4
Grain	447	2.5
Meats and provisions	49	.2
Lumber	383	1.7
Pig and bar iron and steel	28	.1
Coal and coke	11,833	54.3
Petroleum and other oils	210	1.9
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	3,528	16.2
All other manufactures	1,323	6.
All other merchandise	480	2.2
All other agricultural products	1,290	5.7
All other articles not included above	1,226	5.6
Total	21,750	100

NUMBER OF ACCIDENTS.	Killed.
Others not employes or passengers	1

EMPLOYES.

Average number of persons employed (including officials) during year	20
Aggregate amount of salaries and wages paid them	$12,068 45

Officers of the Company.

Name.	Title.	Official Address.
J. W. CLARK	President	45 William street, N. Y. city.
J. MULLIN	Vice-President	Watertown, N. Y.
FRED WALTS	Treasurer	Watertown, N. Y.
J. R. PAWLING	Secretary	Watertown, N. Y.
J. W. BROWN	Superintendent	Hudson, N. Y.

Directors of the Company.

Name.	Residence.
F. H. CAMP	Watertown, N. Y.
J. R. PAWLING	Watertown, N. Y.
J. T. MOFFITT	Watertown, N. Y.
E. M. YATES	Watertown, N. Y.
J. MULLIN	Watertown, N. Y.
J. A. LAWYER	Watertown, N. Y.
B. G. FERRIS	Watertown, N. Y.
J. R. MILLER	Watertown, N. Y.
R. H. HUNTINGTON	Watertown, N. Y.
FRANK WALTS	Watertown, N. Y.
J. D. PARSONS	Albany, N. Y.
J. S. HOSFORD	Hudson, N. Y.
J. W. CLARK	New York city.

Title of company, Kinderhook and Hudson Railway Company.
General offices at Watertown, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in January.
For information concerning this report, address Frank Walts, Treasurer.

LACKAWANNA AND SUSQUEHANNA.

BUILT, OWNED AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

Operations included in report of Albany and Susquehanna Railroad Company.

(Date of charter, May 9, 1867.)

For history of organization, etc., see Report of 1892.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$69 70	$499,767 95
Bridges	*101 56	91,781 48
Superstructure (including ties)	200 86	382,379 27
Rails	112 29	001 82
Land damages	.....	86,555 61
Passenger and freight stations	.....	19,364 58
Engine and car houses	.....	2,182 81
Engineering expenses	.....	19,273 88
Purchase of constructed road	.....	2,500 00
Total cost of road	$281 29	$1,104,497 55
EQUIPMENT.		
Locomotives	.....	$109,500 00
Passenger cars	.....	7,600 00
Mail, baggage and express cars	.....	5,000 00
Total cost of equipment	.....	$116,100 00
Grand total cost of road and equipment	$281 29	$1,220,597 55

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Bridge masonry		$69 70
Bridges—excess of material received from wooden bridges replaced with iron, or charges in current year		*101 56
Ties for new passing tracks at Nineveh	$81 54	
Superstructure for track at Nineveh	115 66	
Superstructure for bridges	3 66	
		200 86
Rails for new passing tracks at Nineveh		112 20
		$381 30

Officers of the Company.

Same as lessee's report of the Albany and Susquehanna railroad.

Title of company, Delaware and Hudson Canal Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address S. T. S. Henry, Auditor.

LAKE CHAMPLAIN AND MORIAH.

(Date of charter, December 4, 1867.)

Capital Stock.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding	2,000	$200,000

Number of stockholders 8

Cost of Road and Equipment.

ROAD.	Depreciations or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$100 00	$122,947 13
Bridges	.....	32,914 86
Superstructure (including ties) and rails	.....	88,709 90
Land, land damages and fences	.....	31,883 67
Passenger and freight stations	.....	4,670 91
Engine and car houses, shops, machinery and tools	†211 86	40,810 00
Engineering expenses	.....	5,680 00
Total cost of road	†$111 86	$327,615 96
EQUIPMENT.		
Locomotives	$3,455 00	$48,281 00
Passenger cars	75 00	5,125 00
Freight and other cars	821 00	68,190 00
Total cost of equipment	†$4,351 00	$122,246 00
Grand total cost of road and equipment	†$4,462 86	$449,861 96

* Credit. †Deductions.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$32,403 64
Less operating expenses (excluding all taxes)		37,537 38
Loss from operation		$5,133 74
Income from other sources as follows, viz.:		
Interest and rents		576 03
Loss from all sources		$4,557 72
Deductions from income as follows, viz.:		
Taxes on property used in operation of road	$3,908 80	
Taxes on earnings and capital stock	706 66	
Taxes other than above	65 57	
		3,681 03
Loss from all sources		$8,238 75
Payments from net income as follows, viz.:		
Dividends declared six per cent. on $200,000 common stock		12,000 00
Deficit for year ending June 30, 1894		$20,238 75

General Income Account.

Deficit for year ending June 30, 1894	$20,238 75
Surplus up to June 30, 1893	312,436 30
Total surplus June 30, 1894	$292,197 55

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$32,190 29	$32,190 29
Passengers, all local	$213 35	.....	213 35
Total gross earnings	$213 35	$32,190 29	$32,403 64

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	.....	.....	$4,000 13
Repairs of bridges (including culverts and cattle guards)	.....	.....	341 87
Repairs of stations, shops, docks, etc.	.....	.....	196 23
Repairs of fences	.....	.....	97 51
Other expenses for maintenance of way and structures	.....	.....	194 43
Total	$627 92	$4,202 24	$4,830 16
Maintenance of equipment:			
Repairs of locomotives	.....	.....	$6,320 67
Repairs of cars	.....	.....	5,618 06
Repairs of machinery and tools	.....	.....	375 26
Other expenses for maintenance of equipment	.....	.....	274 47
Total	$1,636 50	$10,951 96	$12,588 46
Conducting transportation:			
Wages of conductors and men	.....	.....	$3,098 25
Wages of engineers and firemen	.....	.....	2,795 50
Fuel for locomotives	.....	.....	5,722 93
Oil and waste	.....	.....	711 58
Water supply	.....	.....	109 57
Wages of station agents and clerks	.....	.....	2,233 31
Wages of watchmen, flagmen and switchmen	.....	.....	537 48
Total	$1,968 02	$13,170 60	$15,138 62

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	.....	.....	$1,530 00
General office expenses and supplies	.....	.....	112 99
Stationery and printing	.....	.....	372 45
Injuries to persons	.....	.....	1,288 00
Telegraph maintenance and operation	.....	.....	70 50
Mileage of cars of other companies (debit balance)	.....	.....	80 98
Other general expenses	.....	.....	1,575 22
Total	$647 42	$4,332 72	$4,980 14
Grand total operating expenses	$4,879 86	$32,657 52	$37,537 38

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$327,615 96
Cost of equipment		122,246 00
Current assets, as follows, viz.:		
Cash on hand	$807 99	
Due by agents	24 13	
Open accounts	4,905 04	
Materials and supplies	36,598 43	
		42,335 59
		$492,197 55

LIABILITIES.

Capital stock	$200,000 00
Profit and loss (surplus)	292,197 55
	$492,197 55

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	696
Number of passengers carried one mile	4,872
Number of tons of freight carried	161,703
Number of tons of freight carried one mile	1,222,474
Passenger train mileage	6,181
Freight train mileage	6,681
All other train mileage	16,060
Total train mileage	28,922

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$213 35	$4,879 86	$4,666 51
Average per passenger carried	20	7 01	6 70
Average per passenger per mile	04	1 00	95
Average per passenger train per mile	13	3 15	3 02
Freight earnings and expenses (including miscellaneous earnings)	32,190 29	32,657 52	467 23
Average per ton of freight carried	19	20	.....
Average per ton of freight per mile	04	02	.....
Average per freight train per mile	2 84	2 88	04

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	4.4
Average rate received per mile per ton for carrying freight, all classes	2.6

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Port Henry to Mineville, single track	7.66
Sidings and turnouts on main line	7.26
Total of tracks, sidings and turnouts	14.92
Laid with steel rail, main line	7.66

Average life of rails—steel, 13 to 20 years; average life of ties, 4 to 6 years; weight of rails per yard—steel, maximum, 60 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with tailing from iron ore separator.

BRIDGES.	ENTIRE LINE, IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	2	230
Wooden bridges	1	16
Total	3	246

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	5	$13,547	111,373	10	5	.....
Locomotives, 4 drivers	4	7,129	54,797	10	1	.....
Total	9	.....	.....	.....	6	.....
First class passenger cars	1	$4,634	26,880	20	1	1
Second class passenger cars	8	250	6,720	12	.....	.....
Total	4	.....	.....	.....	1	1
Box freight cars, with plow and scraper	2	$475	14,930	10	.....	.....
Coal freight cars	23	250	6,720	5	.....	.....
Flat freight cars	6	300	7,210	5	.....	.....
Caboose, 4-wheel cars	277	285	7,280	6	.....	43
Total	308	.....	.....	.....	.....	43

First class passenger car, Westinghouse brake, Miller buffer, platform and coupler; second class have hand brake, link and pin coupler; our other cars are equipped with side lever brakes on all the wheels at one time; link and pin coupler except those mentioned above.

Target switch on main line and sidings, and six locomotives fitted with Eames vacuum brake.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned by this company and operated by the Northern New York Telephone Company, miles	7.66
Total assessed value of real estate and personal property of company	$164,800
Railroad crossing road over or under grade	1
Highway crossing at grade without protection	6
Highway crossings over or under grade	2
Overhead obstructions less than twenty feet above track	2

Second class passenger cars are heated by Baker's steam heater and coal stove, lighted by high test oil, 150 degrees, in lamps and lanterns, ventilated by top and side ventilators.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	15	.010
Grain	1,035	.640
Lumber, 7, wood, 154, bark, 21	182	.112
Pig and bar iron and steel	151	.093
Iron or other ores	154,347	95.451
Coal, 5,270, coke, 429	5,699	3.524
Petroleum and other oils	5	.003
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	78	.048
All other manufactures	15	.010
All other merchandise	5	.004
All other articles not included above, stone and sand	171	.105
Total	161,703	100

EMPLOYES.

Average number of persons employed (including officials) during year	60
Aggregate amount of salaries and wages paid them	$20,220 51

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEO. R. SHERMAN	President	Port Henry, N. Y.
A. E. TOWER	Treasurer	Poughkeepsie, N. Y.
F. S. WITHERBEE	Secretary	Port Henry, N. Y.
E. B. HEDDING	Superintendent	Port Henry, N. Y.

Directors of the Company.

Name.	*Residence.*
GEO. R. SHERMAN	Port Henry, N. Y.
WALTER C. WITHERBEE	Port Henry, N. Y.
ALBERT E. TOWER	Poughkeepsie, N. Y.
FRANK S. WITHERBEE	Port Henry, N. Y.
JAMES A. BURDEN	Troy, N. Y.
H. N. BUNSMADE	New York city.

Title of company, Lake Champlain and Moriah Railroad Company.
General offices at Poughkeepsie, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in October.
For information concerning this report, address Albert E. Tower, Treasurer.

LAKE SHORE AND MICHIGAN SOUTHERN.

(Date of consolidation, August 14, 1869.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		GUARANTEED 10 PER CENT.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
*Authorized by law or charter and now outstanding	494,665	$49,466,500	5,335	$533,500

Grand total of common and guaranteed stock now outstanding	$50,000,000
Number of stockholders	3,802

*As this is a consolidation of several original companies it is impossible to supply details as to the purposes for which capital stock was used, or the cash realized for the outstanding funded debt.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	*Cash realized on amount outstanding.
Lake Shore and Michigan Southern consolidated first mortgage bonds.	July 1, 1870	30	p.c 7	Reg., Jan April, July and Oct.; coup., Jan. and July.	$14,890	.....
Lake Shore Railroad dividend bonds	April 1, 1863	30	7	April & Oct.	1,855,000	.....
Buffalo and Erie mortgage	April 1, 1898	30	7	April & Oct.	2,755,000	.....
Lake Shore and Mich. Southern consolidated second general mortgage	Dec. 1, 1903	30	7	June & Dec	24,692,000	.....
†Detroit, Monroe and Toledo first mortgage	Aug. 1, 1901	30	7	Feb. & Aug.	924,000	.....
†Kalamazoo and White Pigeon first mortgage	Jan. 1, 1890	50	5	Jan. & July	400,000	.....
Total	.....	....	...	.....	$45,016,000	.....

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
Total cost of road	$66,700,000 00
Total cost of equipment	17,300,000 00
‡ Grand total cost of road and equipment	$84,000,000 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$21,265,680 70
Less operating expenses (excluding all taxes)		14,250,910 95
Net earnings from operation		$7,014,769 75
Income from other sources, as follows, viz.:		
Interest and dividends on assets		409,370 63
Gross income from all sources		$7,424,140 38
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$3,162,338 00	
Rentals	559,058 39	
Taxes on property used in operation of road	689,417 22	
Cost of improvement Ashtabula Harbor, etc., charged off miscellaneous	90,895 89	
		4,501,709 50
Net income from all sources		$2,922,430 88
Payments from net income, as follows, viz.:		
Dividends declared 10 per cent. on $533,500 guaranteed stock	$53,350 00	
Dividends declared 6 per cent. on $49,466,500 common stock	2,967,990 00	
		3,021,340 00
Deficit for year ending June 30, 1894		$98,909 12

General Income Account.

Deficit for year ending June 30, 1894	$98,909 12
Surplus up to June 30, 1893	12,155,262 86
Total surplus June 30, 1894	$12,056,353 74

* As this is a consolidation of several original companies it is impossible to supply details as to the purposes for which capital stock was used, or the cash realized for the outstanding funded debt.

† Principal and interest guaranteed by L. S. & M. S.

‡ All additions during the year to construction and equipment were charged directly to operating expenses As this is a consolidation of several original companies, it is impossible to furnish cost of each item of construction and equipment.

DETAILED STATEMENT OF RENTALS.

Erie and Kalamazoo railroad	$30,000 00
Kalamazoo, Allegany and Grand Rapids railroad	78,600 00
Jamestown and Franklin railroad	45,058 64
Mahoning Coal railroad	211,316 87
Detroit, Hillsdale and Southwestern railroad	54,500 00
Fort Wayne and Jackson railroad	127,547 88
Sturgis, Goshen and St. Louis railroad	12,030 00
Total amount of rentals deducted from income	$559,058 39

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$5,200,158 97			
Freight, local	7,70[illegible],931 03	.....	$12,905,090 00	$ 2,905,090 00
Passengers, through	$1,748,758 9			
Passengers, local	4,431,013 54	$6,179,801 73	.....	6,179,801 73
Mail		1,344,518 47	.....	1,344,518 47
Express		470,665 23	.....	470,665 23
Miscellaneous, as follows, viz.:				
Rent	$282,245 99			
Extra baggage	83,248 1[illegible]			
Miscellaneous	111 12	196,190 95	169,414 27	365,505 22
Total gross earnings		$8,191,176 48	$8,074,504 27	$21,265,680 70

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$75,736 68	$113,605 01	$189,341 69
Steel rails laid	82,345 16	123,517 75	205,862 91
Repairs of roadbed	460,401 46	690,602 21	1,151,008 67
Repairs of bridges (including culverts and cattle guards)	63,635 91	95,453 86	159,089 77
Repairs of stations, shops, docks, etc	80,834 02	121,251 05	202,085 07
Repairs of fences	41,137 66	96,921 22	138,458 88
Other expenses for maintenance of way and structures	19,201 30	28,801 95	48,003 25
Total	$823,692 19	$1,270,153 05	$2,093,845 14
Maintenance of equipment:			
Repairs of locomotives	$327,8[illegible]2 61	$491,8[illegible]8 92	$8[illegible]9,681 53
Repairs of cars	869,755 61	1,932,[illegible]09 69	2,802,[illegible]64 70
Total	$1,197,618 22	$2,424,228 01	$3,621,846 23
Conducting transportation:			
Wages of conductors and men	$377,382 33	$566,073 50	$943,455 83
Wages of engineers and firemen	538,401 32	807,601 00	1,346,003 32
Fuel for locomotives	413,080 99	619,621 50	1,032,702 49
Oil and waste	25,714 59	60,000 73	85,715 32
Water supply	24,105 79	56,246 86	80,352 65
Other train supplies or expenses	31,293 08	45,914 52	77,207 60
Wages for labor at stations	692,804 94	1,039,207 43	1,73[illegible],013 37
Station supplies	18,499 72	43,166 02	61,665 74
Wages of watchmen, flagmen and switchmen	271,263 32	406,895 00	678,158 32
Other expenses for conducting transportation	5,099 85	7,649 78	12,749 63
Total	$2,397,745 93	$3,652,277 34	$6,050,023 27

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$165,7[illegible]8 20	$270,488 23	$436,[illegible]91 43
General office expenses and supplies	1,394 24	2,091 36	3,485 60
Stationery and printing	58,657 67	88,031 52	146,719 19
Outside agencies and advertising	121,186 63	185,330 47	306,517 10
Legal expenses	33,380 89	50,073 84	83,454 73
Loss and damage of freight and baggage	37,543 04	58,814 57	96,357 61
Damage to cattle and property	14,040 48	23,560 73	37,60[illegible] 21
Injuries to persons	70,537 88	141,075 77	211,6[illegible]3 65
Telegraph maintenance and operation	112,637 95	160,956 93	281,594 88
Mileage of cars of other companies (debit balance)	37,092 77	678,784 40	715,767 17
Other general expenses	66,357 45	99,536 19	165,893 64
Total	$718,552 20	$1,766,644 01	$2,485,196 21
Grand total operating expenses	$5,137,608 54	$9,113,302 41	$14,250,910 95

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$66,700,000 00
Cost of equipment		17,300,000 00
Other permanent investments, as follows, viz.:		
Stock of other companies	$14,012,084 66	
Bonds of other companies	667,400 00	
		14,679,484 66
Other permanent investments		6,438,951 81
Current assets, as follows, viz.:		
Cash on hand	$744,718 13	
Bills receivable	5,347 38	
Due by agents	462,268 67	
Open accounts	2,318,008 23	
Materials and supplies	1,058,336 55	
Sundries, open accounts other than traffic	276,605 63	
		4,865,269 59
		$109,978,706 06

LIABILITIES.

Capital stock		$50,000,000 00
Funded debt		45,016,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$243,211 67	
Dividends unpaid, payable August first	1,510,670 00	
Audited vouchers and pay rolls	1,395,682 32	
		3,149,563 99
Profit and loss (surplus)		11,813,142 07
		$109,978,706 06

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	164,129	4,816,257	4,980,386
Number of passengers carried one mile	88,6[illegible]9,660	210,046,563	298,676,223
Number of tons of freight carried	3,251,687	8,092,068	11,343,755
Number of tons of freight carried one mile	978,532,307	117,922,966	2,157,762,168
Passenger train mileage			5,080,095
Freight train mileage			8,105,661
Total train mileage			13,215,756

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	$8,191,176 43	$5,137,6'8 00	$3,053,567 89
Average per passenger carried	1 6405	1 032	618
Average per passenger per mile	02743	01721	01022
Average per passenger train per mile	1 61	1 01	60
Freight earnings and expenses (including miscellaneous earnings)	13,074,504 27	9,113,303 41	3,961,201 86
Average per ton of freight carried	1 153	803	35
Average per ton of freight per mile	0060	00422	00179
Average per freight train per mile.....	1 607	1 121	486

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class....	2.021	2.148	2.107
Average rate received per mile for carrying passengers second class	1.690	1.599	1.673
Average rate received per mile for carrying passengers, all classes.....	1.978	2.110	2.069
Average rate received per mile per ton for carrying freight, all classes.....	.531	.633	.587

Description of Road and Equipment.

TRACK.	MILES OWNED.			TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Miles leased, all outside of N. Y. State.	Length in N. Y. State.	Entire length.
Main line from Buffalo to Chicago, first or single track	69.50	540.49	.....	69.50	540.49
Branches or other roads, first or single track	10.21	585.56	322.56	10.21	908.12
Total single track.....	79.71	1126.05	322.56	79.71	1448.61
Second track on main line.....	69 50	314.79	.....	69.50	314.79
Second track on branches or other roads.....	8.71	84 51	.....	8.71	184.51
Total second track.....	78.21	499.30	.....	78.21	499.30
Third track on main line	.....	9.63	.....	.....	9.63
Sidings and turnouts on main line.....	48.21	429.92	.....	48.61	429.92
Sidings and turnouts on branches or other roads	6.00	203 94	67.40	6 00	271.34
Total sidings and turnouts.....	54.61	633.86	67.40	54.61	701.26
Grand total of tracks, sidings and turnouts.....	212.53	2238.84	389.96	212.53	2658.80
Laid with steel rail, main line.	69.50	540.49	.....	69.50	540.49
Laid with steel rail, branches or other roads.....	8.71	570.49	303.33	8.71	8 3.82
Laid with iron rail, branches or other roads.....	1.50	15 07	19.23	1.50	34.30

Average life of rails — steel, 14 years; average life of ties, 9 years; weight of rails per yard — steel, maximum, 71 lbs.; minimum, 60 lbs; iron, maximum, 60 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Northern Division...	Elyria Junction.	Milbury Junc., via Sandusky.	.....	72.95	Owned.	72.95	145.90	.....
Sandusky Pier.....	Junc. at S'dusky	Old Depot, Sandusky.....	.....	3.72	Owned.	.....	3.72	.....
Ashtabula.....	Ashtab. Harbor.	Jamestown	.....	38.31	Owned.	.....	38.31	.....
Ja'stown & Franklin	Jamestown	Oil City	.....	50.91	Leased.	.....	50.91	.....
Mahoning Coal	Youngstown	Andover.....	.....	38.31	Leased.	.....	38.31	.....
Mahoning Coal	Two short coal branches	.....	.....	3.58	Leased.	.....	.....	3.58
Mahoning Coal	Sharon Branch..	.....	.....	8.31	Leased.	.....	8.31	.....
Junction with D., A. V. & P. R. R. at Dunkirk.....	.....	.....	1.50	1.50	Owned.	.....	.....	1.50
Silver Ck. & Dunkirk	Silver Creek.....	Dunkirk	8.71	8.71	Owned.	8.71	17.42	.....
Air Line Division....	Air Line Junc...	Elkhart....	.....	130.83	Owned.	100.40	231.23	.....
D., M. & T. R. R.....	Air Line Junc...	Detroit	.....	62.36	Owned.	2.45	64.81	.....
Jackson	Lenawee Junc ..	Jackson	.....	41.98	Owned.	.....	41.98	.....
Monroe.....	Lenawee Junc ..	Monroe	.....	29.37	Owned.	.....	29.37	.....
K. & W. P. R. R.....	White Pigeon...	Kalamazoo.. ...	.....	36.57	Owned.	.....	36.57	.....
K., A. & G. R. R. R..	Kalamazoo.....	Grand Rapids...	.....	58.42	Leased.	.....	58.42	.....
D., H. & S. W. R. R..	Ypsilanti.....	Bankers	.....	65.20	Leased.	.....	55.07	10.13
Ft. Wayne & J. R. R.	Fort Wayne.....	Jackson	.....	97.33	Leased.	.....	92.31	5.52
North. Central Mich.	Jonesville	North Lansing..	.....	61.14	Owned.	.....	59.37	1.77
Detroit & Chicago....	Detroit R. Junc.	Fayette.....	.....	62.31	Owned.	.....	50.51	11.80
S., G. & St. L. R. R..	Goshen	Findlay.....	.....	35.81	Owned.	.....	35.81	.....
Total	.....	.....	10.21	908.12	.....	184.51	1058.33	34.30

BRIDGES.	IN NEW YORK STATE. Number.	IN NEW YORK STATE. Aggregate length.	ENTIRE LINE. Number.	ENTIRE LINE. Aggregate length.
		Feet.		*Feet.*
Iron bridges	13	1,526 5-12	183	13,428 7-12
Wooden bridges	.....	.....	42	5,403 6-12
Wooden trestles	.....	.....	144	20,293 10-12
Total	13	1,526 5-12	369	39,125 11-12

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each in years.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	227	$8,400	123,000	15	227	48
Locomotives, 4 drivers	365	9,700	182,000	15	365	136
Total	592	.....	.....	.....	592	184
Dining and buffet cars	13	$7,500	94,000	15	13	13
First class passenger cars.....	233	3,500	54,000	15	233	233
Second class passenger cars.....	38	3,000	47,000	15	38	38
Baggage, mail and express cars	150	1,000	73,000	15	150	150
Total	434	.....	.....	.....	434	434
Box freight cars.....	11,928	$420	30,350	15	3,141	4,265
Stock freight cars.....	1,107	420	26,700	15	199	199
Coal freight cars	5,319	340	27,500	15	1,943	2,096
Flat freight cars	2,012	300	28,600	15	880	883
Caboose, 4-wheel cars.....	49	650	36,250	15	.....	.....
Caboose, 8-wheel cars.....	292	800	20,000	15	.....	.....
Service cars	265	350	20,000	15	5	.....
Total	20,969	.....	.....	.....	6,168	7,443

Passenger cars equipped with Westinghouse air brake and Gould coupler; freight cars with Westinghouse air brake and Gould and Janey couplers.

Split switches are used on main track on main line; split and stub on main track on branches.

Miscellaneous Statistics.

ITEM	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	136	1,569
Railroads crossing road at grade	2	96
Railroads crossing road over or under grade	2	19
Highway crossings at grade without protection	65	1,745
Highway crossings at grade protected by gates or flagmen	20	272
Highway crossings over or under grade	0	102
Overhead obstructions less than twenty feet above track	3	48

Passenger cars are heated by steam, Baker heaters and stoves, lighted by lamps and gas and ventilated by end and side elevation and Creamers' automatic ventilators.

American Express Company runs over line between Buffalo and Cleveland; pays from 15 cents to 50 cents per 100 pounds on freight. United States Express Company, between Buffalo and Chicago, pays from 20 cents to 55 cents per 100 pounds on freight. These companies do a general express business, and deliver freight to us at our depots.

Sleeping and parlor cars, owned by Wagner Palace Car Company, runs over line. The charges are $2 per double berth and $4 per section, and from 25 to $1.50 for seats in drawing-room cars.

The Lake Shore and Michigan Southern Railway Company owns and operates 13 dining and buffet cars.

The transportation companies that run over line are Red, White and Midland lines—co-operative; railroads own the cars and *pro rate* expenses. Merchants' Despatch and Empire lines, stock companies, own their cars and receive current rates of mileage and commissions on all freight secured by them. No preference shown.

The United States government pays for mail services, including railroad post-office cars, per annum, $1,351,619.12.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	286,039	2.5
Grain	1,038,317	9.2
Meats and provisions	422,818	3.7
Live stock	605,738	5.3
Lumber	604,[illegible]59	5.3
Pig and bar iron and steel	624,769	5.5
Iron or other ores	1,018,255	9
Coal and coke	3,065,773	27
Petroleum and other oils	355,534	3.1
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	30,445	0.3
All other manufactures	305,546	2.7
All other merchandise	629,224	5.6
All other agricultural products	418,667	3.7
All other articles not included above	1,940,481	17.1
Total	11,343,755	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	11	1	12
Others	13	13	26
Total	24	14	38

EMPLOYES.

Average number of persons employed (including officials) during year	13,885
Aggregate amount of salaries and wages paid them	$8,112,611 64

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLIAM K. VANDERBILT	Chairman of the Board	New York city.
JOHN NEWELL	President and General Manager	Cleveland, O.
EDWIN D. WORCESTER	Vice-President, Treasurer and Secretary	New York city.
P. P WRIGHT	Assistant General Manager	Cleveland, O
DWIGHT W PARDEE	Assistant Treasurer	New York city.
NICHOLAS BARTLETT	Local Treasurer and Assistant Secretary	Cleveland, O.
ADDISON HILLS	Assistant President	Cleveland, O.
CYRUS P. LELAND	Auditor	Cleveland, O.
GEORGE C. GREENE	General Counsel	Cleveland, O.
O. G. GETZEN-DANNER	Assistant General Counsel	Cleveland, O.
F. J. JEROME	Attorney	Cleveland, O.
W. H. CANNIFF	General Superintendent	Cleveland, O.
P. S. BLODGETT	Assistant General Superintendent	Cleveland, O.
J. G. JAMES	Assistant General Freight Agent	Cleveland, O.
M. S. CHASE	Assistant General Freight Agent	Chicago, Ill.
A. J. SMITH	General Passenger and Freight Agent	Cleveland, O.
E. C. LUCE	Assistant Gen'l Passenger and Ticket Ag't	Cleveland, O.
E. A. HANDY	Chief Engineer	Cleveland, O.
G. W. STEVENS	Superintendent Motive Power	Cleveland, O.
JOHN KIRBY	Superintendent Car Construction	Cleveland, O.
O. B. COUCH	Purchasing Agent	Cleveland, O.

Directors of the Company.

Name.	*Residence.*
WILLIAM K. VANDERBILT	New York city.
CORNELIUS VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
SAMUEL F. BARGER	New York city.
DARIUS O. MILLS	New York city.
EDWIN D. WORCESTER	New York city.
HAMILTON MCKAY TWOMBLY	New York city.
CHARLES M. REED	Erie, Pa.
RASSELAS BROWN	Warren, Pa.
JOHN NEWELL	Cleveland, O.
JOHN DE KOVEN	Chicago, Ill.
JAMES H. REED	Pittsburg, Pa.
CHAUNCEY M. DEPEW	New York city.

Title of company, Lake Shore and Michigan Southern Railway Company.
General offices at Cleveland, Ohio.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Wednesday in May.
For information concerning this report, address R. H. Hill, Acting Auditor.

LEBANON SPRINGS.

RECEIVER'S REPORT.

(Date of charter, March 25, 1852.)

For history of organization, etc., see Report of 1893.

Cost of Road.	Additions or betterments during year ending June 30, 1894.
Bridges	$782 01
Superstructure (including ties)	1,590 23
Fences	465 29
Passenger and freight stations	342 49
Interest and discount charged to construction	783 00
Total cost of road	$3,963 02

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$64,867 91
Less operating expenses (excluding all taxes)	63,729 35
Net earnings from operation	$1,138 56

Income from other sources, as follows, viz.:		
Rents	$10 00	
Sale of old material	157 45	
Interest	4 20	
		$171 65
Gross income from all sources		$1,3.0 21
Deductions from income, as follows, viz.:		
Rentals (miscellaneous)	$414 92	
Interest on receiver's certificates due and accrued	6:0 00	
Transportation of mails (miscellaneous)	80 00	
		1,154 92
Surplus for year ending June 30, 1894		$155 29

General Income Account.

Surplus for year ending June 30, 1894	$155 29
Deficit up to June 30, 1893	18,139 98
Total deficit June 30, 1894	$17,984 69

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local	.....	$38,749 41	$38,749 41
Passengers, through and local	$20,546 88	.....	20,546 88
Mail	4,113 12	.....	4,113 12
Express	900 00	.....	900 00
Miscellaneous	.....	558 50	558 50
Total gross earnings	$25,560 00	$39,307 91	$64,867 91
OPERATING EXPENSES			
Maintenance of way and structures:			
Repairs of roadbed	$5,879 48	$11,758 98	$17,638 46
Repairs of bridges (including culverts and cattle guards)	312 67	625 34	938 01
Repairs of stations, shops, docks, etc	166 16	332 33	498 49
Repairs of fences	207 09	414 20	621 29
Total	$6,565 40	$13,130 85	$19,696 25
Maintenance of equipment:			
Repairs of locomotives	$1,079 71	$2,159 44	$3,239 15
Repairs of cars	995 06	1,990 14	2,985 20
Repairs of machinery and tools	2 21	4 43	6 64
Total	$2,076 98	$4,154 01	$6,230 99
Conducting transportation:			
Wages of conductors and men	$1,738 64	$3,477 30	$5,215 94
Wages of engineers and firemen	1,593 59	3,187 19	4,780 78
Fuel for locomotives	2,624 46	5,248 93	7,873 39
Oil and waste	154 70	309 42	464 12
Water supply	151 23	302 46	453 69
Other train supplies or expenses	44 91	87 82	131 73
Wages of station agents and clerks	1,676 00	3,354 00	5,030 00
Station supplies	35 83	71 66	107 49
Wages of watchmen, flagmen and switchmen	684 31	1,368 63	2,052 94
Other expenses for conducting transportation (hire of locomotives)	1,217 50	2,435 00	3,652 50
Total	$9,920 17	$19,842 41	$29,762 58
General expenses:			
Salaries of general officers and clerks	$1,480 00	$2,960 00	$4,440 00
General office expenses and supplies	75 30	150 61	225 91
Stationery and printing	115 84	231 68	347 52
Injuries to persons	4 00	9 00	13 00
Telegraph maintenance and operation	148 02	296 04	444 06
Mileage of cars of other companies (debit balance)	634 20	1,268 41	1,902 61
Other general expenses	222 14	444 29	666 43
Total	$2,679 50	$5,360 03	$8,039 53
Grand total operating expenses	$21,242 05	$42,487 30	$63,729 35

General Balance Sheet, June 30, 1894.

ASSETS.

Current assets, as follows, viz :

Cash on hand	$548 07
Due by agents	4,571 61
Open accounts	10,455 45
Materials and supplies	3,794 28
Profit and loss (deficiency)	17,984 69
	$37,354 10

LIABILITIES.

Current liabilities, as follows, viz.:

Audited vouchers and pay rolls	$ 2,166 53
Open accounts	2,527 57
Loans and bills payable	2,000 00
Receiver's certificates	20,000 00
Interest on receiver's certificates due and accrued	660 00
	$37,354 10

Traffic and Mileage Statistics

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total
Number of passengers carried	.....	.....	68,489
Number of passengers carried one mile	.....	.....	684,896
Number of tons of freight carried	30,692	11,456	42,148
Number of tons of freight carried one mile	.....	.....	1,329,714
Passenger train mileage	.....	.....	67,170
Freight train mileage	.....	.....	33,580
All other train mileage	.....	.....	9,000
Total train mileage	.....	.....	109,750

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$25,560 00	$21,242 05	$4,317 95
Average per passenger carried	373	3[illegible]	063
Average per passenger per mile	038	032	006
Average per passenger train per mile	326	316	07
Freight earnings and expenses (including miscellaneous earnings)	39,307 91	42,487 30	Loss. 3,179 39
Average per ton of freight carried	932	1 00	068
Average per ton of freight per mile	029	032	003
Average per freight train per mile	1 16	1 26	10

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	3
Average rate received per mile per ton for carrying freight, all classes	2

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Chatham, N. Y., to Bennington, Vt., single track	51.18	57.10
Total of tracks	51.18	57.10
Laid with steel rail, main line	27.25	27.75
Laid with iron rail, main line	29.85	29.85

Weight of rails per yard—Steel, maximum, 65 lbs.; minimum, 65 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	6	956	7	974
Wooden bridges	12	479	12	479
Wooden trestles	7	1,103	7	1,103
Total	25	2,538	26	2,556

EQUIPMENT.	Number owned.	Number leased.	Total number	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	3	5	150,000	2	.....
First class passenger cars	2	....	2	.....	2	2
Baggage, mail and express cars	5	....	5	.....	5	5
Total	7	....	7	.....	7	7
Box freight cars	11	....	11	.....	.....	.....

Miller coupler used on passenger cars, link and pin used on freight cars.
Both safety and ordinary switches are in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	51.18	57.10
Railroads crossing road at grade	1	1
Highway crossing at grade protected by gates or flagmen	1	1
Highway crossings over or under grade	4	5
Overhead obstructions less than twenty feet above track	4	4

Passenger cars are heated by Spear's car heaters, lighted with oil and candles and ventilated by ordinary ventilators.

National Express Company runs over road at specified rate per month

The road agrees to carry mail from Chatham, N. Y., to Bennington, Vt., at stated times, modified by changes in time table, for $4,113.12 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	337	8.2
Grain	2,8.3	6.67
Meats and provisions	1,283	3.04
Live stock	134	.32
Lumber	6,622	15.71
Pig and bar iron and steel	240	.56
Iron or other ores	55	.13
Coal and coke	18,318	43 53
Petroleum and other oils	1,630	3.86
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	998	2.38
All other manufactures	293	6.9
All other merchandise	3,133	7.43
All other agricultural products	3,758	8.92
All other articles not included above	2,504	5.94
Total	42,148	100

ACCIDENTS.

Killed	1

EMPLOYES.

Average number of persons employed (including officials) during year	105
Aggregate amount of salaries and wages paid them	$45,295 77

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLIAM V. REYNOLDS	Receiver	Bennington, Vt.
E. D. BENNETT	Superintendent	Bennington, Vt.
JOSEPH CHILD	Gen. Pass. Agt. and Gen. Ft. Agt.	Bennington, Vt.
WM. H. HAWKINS	Auditor	Bennington, Vt.

Title of company, Lebanon Springs Railroad Company.
General offices at Bennington, Vt.
Date of close of fiscal year, June 30.
For information concerning this report, address William Reynolds, Receiver.

LEHIGH AND HUDSON RIVER.

(Date of charter, April 1, 1882.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	13,400	$1,340,000

Number of stockholders	114

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding
			Rate.	When payable.		
			p.c.			
First mortgage, coupon, Warwick Valley R. R.	July 1, 1879	20	6	Apr and Oct.	$145,000	$145,000
First mortgage, coupon, Wawayanda R. R.	Jan. 1, 1880	20	6	Jan. and July	65,000	65,000
First mortgage, Lehigh and Hudson River R. R Co	July 1, 1881	50	5	Jan. and July	800,000	800,000
Second mortgage, coupon, Warwick Valley R R	Dec. 1, 1881	30	6	Apr. and Oct.	240,000	240,000
Second mortgage, consolidated, Lehigh and Hudson River Ry.	July 1, 1887	30	5	Jan. and July	500,000	209,320
Lehigh and Hudson River Ry., general mortgage.	July 1, 1890	30	5	Jan. and July	3,000,000	584,000
Funded coupon or certificates	Jan. 1, 1885	5	5	Jan. and July	9,000	480
Total					$4,845,000	$2,043,800

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry, ballast, bridges, superstructure (including ties) and rails	$4,067 27	$2,261,092 79
Land, land damages and fences	223 00	172,284 46
Passenger and freight stations	9,707 90	42,944 09
Engine and car houses, shops, machinery, tools, fuel and water stations	100 00	27,304 51
Engineering expenses	.....	39,747 66
Telegraph line	.....	6,783 04
Commission on legal expenses	.....	45,142 91
Total cost of road	$14,098 17	$2,595,289 46
EQUIPMENT.		
Locomotives	$31,350 00	$244,330 33
Passenger, mail, baggage and express cars	.....	50,333 98
Freight and other cars	1,419 40	399,160 31
Total cost of equipment	$32,769 40	$693,824 62
Grand total cost of road and equipment	$46,867 57	$3,289,114 08

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New sidings along the line		$2,621 69
Fuel and water stations:		
Lake Grennell, Great Meadows and Warwick, and coal barns at Phillipsburgh		1,445 58
Passenger and freight stations:		
Warwick	$8,706 53	
New Milford	223 87	
Franklin Junction	154 72	
Tower at Warwick	482 36	
Warwick old storeroom	140 42	
		9,707 90
New equipment:		
Freight cars, 3 cabooses	$1,552 60	
Less refund at height charges on 100 box cars	133 20	
	$1,419 40	
Three locomotives	31,350 00	
Shop tools	100 00	
		32,869 40
Fences, signal at Hamburgh		223 00
Total		$46,867 57

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$480,857 43
Less operating expenses (excluding all taxes)		347,727 38
Net earnings from operation		$133,130 05
Income from other sources, as follows, viz.:		
Income from operation of Orange County railroad		16,800 75
Gross income from all sources		$149,930 80
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$111,711 80	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	8,571 23	
Interest on interest bearing current liabilities accrued not otherwise provided for	21,989 08	
		142,272 11
Surplus for year ending June 30, 1894		$7,658 69

General Income Account.

Surplus for year ending June 30, 1894	$7,658 69
Surplus up to June 30, 1893	51,879 99
Total surplus June 30, 1894	$59,538 68

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$363,509 64			
Freight, local	28,431 23	.....	$391,940 87	$391,940 87
Passengers, through	$32,249 23			
Passengers, local	14,593 98	$46,842 21	.....	46,842 21
Mail		3,199 52	.....	3,199 52
Express		12,480 59	.....	12,480 59
Miscellaneous, as follows, viz.:				
Baggage	$141 18			
Miscellaneous	409 84	77 69	333 13	551 02
Car mileage	$25,843 22	3,476 68	22,366 54	25,843 22
Total gross earnings		$66,217 87	$414,639 56	$480,857 43

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$4,907 26	$34,350 82	$39,258 08
Repairs of bridges (including culverts and cattle guards)	243 08	1,701 55	1,944 63
Repairs of stations, shops, docks, etc	135 65	1,089 58	1,225 23
Repairs of fences	151 35	1,059 47	1,210 83
Other expenses for maintenance of way and structures	295 15	2,066 02	2,361 17
Total	$5,732 49	$40,267 44	$46,019 93
Maintenance of equipment:			
Repairs of locomotives	$1,294 26	$19,312 14	$20,606 40
Repairs of cars	3,813 45	32,378 30	36,191 76
Repairs of machinery and tools	99 74	698 22	797 96
Other expenses for maintenance of equipment	339 22	2,304 53	2,633 75
Total	$5,536 67	$54,693 19	$60,229 86
Conducting transportation:			
Wages of conductors and men	$2,820 98	$28,661 79	$31,482 77
Wages of engineers and firemen	2,628 35	25,084 77	27,713 12
Fuel for locomotives	5,158 87	47,924 35	53,083 22
Water supply	343 53	3,073 41	3,416 94
Other train supplies or expenses	153 89	1,745 81	1,899 70
Locomotive supplies and expenses	227 13	2,258 79	2,485 92
Wages of station agents and clerks	1,093 25	7,652 73	8,745 98
Wages for labor at stations	420 00	4,269 59	4,689 59
Station supplies	172 53	1,207 74	1,380 27
Wages of watchmen, flagmen and switchmen	100 68	704 72	805 40
Other expenses for conducting transportation	836 15	8,077 00	8,913 15
Total	$13,955 36	$130,660 61	$144,615 97
General expenses:			
Salaries of general officers and clerks	$2,958 95	$16,630 35	$19,589 30
General office expenses and supplies	173 23	1,128 57	1,301 80
Stationery and printing	354 59	2,175 14	2,529 73
Outside agencies and advertising	1,989 03	64 77	2,053 80
Legal expenses	249 90	1,749 30	1,999 20
Loss and damage of freight and baggage	116 47	2,988 83	3,105 30
Damage to cattle and property	242 65	1,834 57	2,077 22
Injuries to persons	7,926 88	1,887 09	9,813 97
Telegraph maintenance and operation	985 85	6,900 96	7,886 81
Mileage of cars of other companies (debit balance)	4,750 95	38,747 04	43,497 99
Insurance	155 41	1,087 84	1,243 25
Other general expenses	61 22	1,702 03	1,763 25
Total	$19,665 13	$76,896 49	$96,561 62
Grand total operating expenses	$45,209 65	$302,517 73	$347,727 38

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,595,289 46
Cost of equipment		693,894 62
Other permanent investments, as follows, viz.:		
Stock of other companies		350,000 00
Current assets, as follows, viz.:		
Cash on hand	$54,209 02	
Due by agents	1,171 32	
Open accounts	316,981 11	
Materials and supplies	36,431 63	
Traffic balances	6,212 15	
		415,093 23
		$4,054,209 31

LIABILITIES.

Capital stock		$1,340,000 00
Funded debt		2,043,830 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$47,777 50	
Audited vouchers and pay rolls	59,305 77	
Loans and bills payable	397,946 00	
Sundries	1,248 86	
		506,278 13
Car trust		104,592 50
Profit and loss (surplus)		59,508 68
		$4,054,209 31

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	58,744	62,153	120,897
Number of passengers carried one mile	2,441,354	672,924	3,114,278
Number of tons of freight carried	854,088	56,518	910,606
Number of tons of freight carried one mile	59,936,390	1,527,558	61,463,948
Passenger train mileage	.....	.....	52,515
Freight train mileage	.....	.....	367,663
All other train mileage	.....	.....	35,394
Total train mileage	.....	.....	455,572

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$66,217 87	$45,209 65	$21,008 22
Average per passenger carried	5477	3739	1738
Average per passenger per mile	0212	0145	0067
Average per passenger train per mile	1 2609	8609	40
Freight earnings and expenses (including miscellaneous earnings)	414,639 56	302,517 73	112,121 83
Average per ton of freight carried	4553	3322	1231
Average per ton of freight per mile	00674	00492	00182
Average per freight train per mile	1 1277	8228	3049

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents	Cents.
Average rate received per mile for carrying passengers, all classes	1.331	2.019	1.504
Average rate received per mile per ton for carrying freight, all classes	6.049	1.861	6.376

Description of Road and Equipment.

TRACK.	MILES OWNED. Length in N. Y. State	Entire length.
Main line authorized from Greycourt, N. Y., to Be videre, N. J., single track..	14.5	63.2
Sidings and turnouts	5.41	17.38
Grand total of tracks, sidings and turnouts	19.91	80.58
Main line laid, first or single track	14.5	63.2
Laid with steel rail, main line	14.5	63.2

Weight of rails per yard – steel, maximum, 65 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel

BRIDGES.	IN NEW YORK STATE. Number.	Aggregate length.	ENTIRE LINE. Number.	Aggregate length.
		Feet		*Feet.*
Iron bridges	6	328	16	786
Wooden bridges	1	28	1	28
Wooden trestles	1	54	9	1,833
Total	8	410	26	2,647

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	4	.....	4	$10,633	120,000	4	.....
Locomotives, 6 drivers	10	3	13		126,000	11	.....
Locomotives, 4 drivers	6	.....	6		80,000	6	.....
Total	20	3	23	.....	.....	21	.....
First class passenger cars	5	.....	5	.....	36,000	5	5
Baggage, combination, mail and express cars	7	.....	7	.....	32,000	7	7
Total	12	.....	12	.....	.....	12	12
Milk cars	6	.....	6	.....	.....	6	
Box freight cars	14	100	114	.....	.....	100	100
Coal freight cars	488	100	583	.....	.....	.....	160
Flat freight cars	25	.....	25	.....	.....	.....	.....
Caboose, 4-wheel cars	11	....	11	.....	.....	.....	11
Caboose, 8-wheel cars	1	.....	1	.....	.....	.....	.....
Service cars	8	.....	8	.....	.....	.....	.....
Total	543	200	743	.....	.....	106	277

Cars are equipped with Westinghouse air brake, Miller, Huson, Janney, Buhoup, Trojan, Janey and Standard and Dowling couplers.

Switches are all practically point ones.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company	5	53
Railroads crossing road at grade	.....	4
Railroads crossing road over or under grade	1	2
Highway crossings at grade without protection	2	64
Highway crossings at grade protected by gates or flagmen	1	1
Highway crossings over or under grade	2	6
Overhead obstructions less than 20 feet above track	2	2

Passenger cars are heated by steam, lighted by lamps and ventilated by deck ventilators.

Wells, Fargo & Co. Express Company and United States Express Company run over line of road.

The Central States Despatch operates over this road; the expense of same being pro-rated on earnings of the several lines interested.

The United States government pays the railroad company for transportation of mails $50.64 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	25,150	2.76
Grain	44,288	4.86
Meats and provisions	27,593	3.03
Live stock	1,239	.13
Lumber	38,157	4.20
Pig and bar iron and steel	25,355	2.79
Iron or other ores	102,645	11.27
Coal and coke	449,188	49.32
Petroleum and other oils	1,374	.15
Shipments of manufactured goods received by railroad companies within this State from manufactories within this state	107	.01
All other manufactures	69,688	7.66
All other merchandise	16,170	1.78
All other agricultural products	40,754	4.47
All other articles not included above	68,908	7.57
Total	910,606	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	4	.....	4

Average number of persons employed (including officials) during year 270
Aggregate amount of salaries and wages paid them $168,456 74

Officers of the Company.

Name.	*Title.*	*Official Address.*
GRINNELL BURT	President and General Manager	Warwick, N. Y.
JOSEPH S. HARRIS	Vice President	Philadelphia, Pa.
D B. HALSTEAD	Secretary	New York city.
JOHN SAYER	Treasurer	Warwick, N. Y.
GEO. M. SHIPMAN	Attorney, New Jersey	Belvidere, N. J.
JNO J. BEATTIE	Attorney, New York	Warwick, N. Y.
E. M. REYNOLDS	Auditor	Warwick, N. Y.
J. H. OLHAUSER	General Superintendent	Jersey City, N. J.
CHARLES CALDWELL	Chief Engineer	Newburgh, N. Y.
W. E. BAILÉY	Superintendent Transportation	Warwick, N. Y.
F. E. SMITH	General Freight Agent	Warwick, N. Y.

Directors of the Company.

Name.	*Residence.*
GRINNELL BURT	Warwick, N. Y.
JOSEPH S. HARRIS	Philadelphia, Pa.
E. D. ADAMS	New York city.
G. F. BAKER	New York city.
E. B. LEISINGRING	Philadelphia, Pa.
HENRY GRAVES	New York city.
GARRET A. HOBART	Paterson, N. J.
EDWARD LEWIS	Philadelphia, Pa.
JNO. S. MARTIN	New York city.
J. R. MAXWELL	New York city.
GEO. W. SANFORD	Warwick, N. Y.
W. R. POTTS	New York city.
CHARLES CALDWELL	Newburgh, N. Y.

Title of company, Lehigh and Hudson River Railway Company.
General offices at Warwick, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in December.
For information concerning this report, address E. M. Reynolds, Auditor.

LEHIGH VALLEY RAILWAY.

LESSOR.

LESSEE—LEHIGH VALLEY RAILROAD.

(Date of charter, June 23, 1890.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	59,000	$5,900,000
Issued for Lehigh Valley railway stock	5,000	$500,000
Issued for Geneva and Van Ettenville railway stock	40,000	4,000,000
Issued for Buffalo and Geneva railway stock	14,000	1,400,000
Total now outstanding	59,000	$5,900,000

Number of stockholders 20

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	June 23, 1890	50	p.c. 4½	July and Jan.	$15,000,000	$15,000,000	$14,148,750

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost of road	$178,903 87	$23,038,459 85
EQUIPMENT.		
Total cost of equipment	.....	$1,340,715
Grand total cost of road and equipment	$178,903 87	$24,379,174 85

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$23,038,459 8
Cost of equipment	1,340,715 00
	$24,379,174 85

LIABILITIES.

Capital stock	$5,900,000 00
Funded debt	15,000,000 00
Current liabilities, as follows, viz.:	
Open accounts	3,479,174 85
	$24,379,174 85

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line authorized, from State line to Buffalo, single track	175.20	.....	175.20
Total of branches, or other roads, authorized	105.69	3.83	109.52
Total single track	280.89	3.83	284.72
Second track on main line	175.20	.....	175.20
Sidings and turnouts on main line	120.76	.....	120.76
Sidings and turnouts on branches or other roads	34.19	.39	34.58
Total sidings and turnouts	154.95	.39	155.34
Grand total of tracks, sidings and turnouts	611.04	4.22	615.26

Average life of ties, 6 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 58 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire line in N. Y. State.
Ithaca Branch	Van Etten Junction	Geneva Junction	59.48
Auburn and Ithaca Branch	Auburn Junc (Ithaca)	Ithaca Junc. at Auburn	42 46
Cayuga Branch	Cayuga Junction	Cayuga	8.75
Hoyt's Corners, Ovid and Willard	Hoyt's Corners	Willard	3.83

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	203	9,815
Wooden bridges	203	1,341
Wooden trestles	14	2,006.6
Total	420	13,162.6

EQUIPMENT.

Number of box freight cars	2,000

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	102.30
Railroads crossing over or under grade	4
Highway crossings over or under grade	15

Officers of the Company.

Name.	*Title.*	*Official Address.*
E. P. WILBUR	President	South Bethlehem, Pa.
CHARLES HARTSHORNE	Vice-President	Philadelphia, Pa.
ROBERT H. SAYRE	Second Vice-President	South Bethlehem, Pa.
JOHN B. GARRETT	Third Vice-President	Philadelphia, Pa.
JOHN R. FANSHAWE	Secretary	Philadelphia, Pa.
WM C. ALDERSON	Treasurer	Philadelphia, Pa.
ISAAC MCQUILKIN	Comptroller	Philadelphia, Pa.

Directors of the Company.

Name.	*Residence.*
E. P. WILBUR	South Bethlehem, Pa.
CHARLES HARTSHORNE	Philadelphia, Pa.
ROBERT H. SAYRE	South Bethlehem, Pa.
JOHN B. GARRETT	Philadelphia, Pa.
GEORGE M. DIVEN	Elmira, N. Y.
HENRY S. DRINKER	Philadelphia, Pa.
EUGENE DELANO	Philadelphia, Pa.
WILSON S BISSELL	Buffalo, N. Y.
FRANKLIN C. CORNELL	Ithaca, N. Y.
PETER C DOYLE	Buffalo, N. Y.
J. H. HORTON	Buffalo. N. Y.
GEORGE J. SICARD	Buffalo, N. Y.

Title of company, The Lehigh Valley Railway Company.
General offices at Philadelphia, Pa.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in October.
For information concerning this report, address Isaac McQuilkin, Comptroller, 228 South Third street, Philadelphia, Pa.

LEHIGH VALLEY RAILROAD.

OPERATIONS FOR ELEVEN MONTHS ENDING JUNE 30, 1894.

(Date of charter, September 20, 1847.)

The Lehigh Valley Railroad Company was incorporated under laws of State of Pennsylvania, April, 1846, under name of Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, and name changed January 7, 1853.

The Lehigh Valley Railway Company, which is leased to and operated by the Lehigh Valley Railroad Company, was organized under authority of act of April 2, 1850, and acts amendatory thereof and supplements thereto. Consolidation of Geneva and Sayre Railroad Company, Geneva and Van Ettenville Railway Company, Auburn and Ithaca Railway Company, Buffalo and Geneva Railway Company, and Lehigh Valley Railway Company. Road leased to the Lehigh Valley Railroad Company, a corporation of the State of Pennsylvania, April 14, 1891.

The Waverly and State Line Railroad Company was organized under act of April 2, 1850, and amendments thereto. Leased January 26, 1875, on a perpetual lease to the Pennsylvania and New York Canal and Railroad Company, a corporation of the State of Pennsylvania, which company was also leased to Lehigh Valley Railroad Company

The Southern Central Railroad Company, leased to and operated by the Lehigh Valley Railroad Company. Lease dated December 29, 1886, for a term of 975 years from January 1, 1887.

The Rochester and Honeoye Valley railroad was organized April 7, 1888, under laws of the State of New York passed April 2, 1850, and acts amendatory thereof and supplementary thereto. Operated by Lehigh Valley Railroad Company.

The above-named roads were operated by the Philadelphia and Reading Railroad Company, lessees of the Lehigh Valley Railroad Company from July 1, 1893, to August 1, 1893, and from August 1, 1893, to June 30, 1894, by the Lehigh Valley Railroad Company.

For operations of Lehigh Valley Railway and Southern Central for the month of July, 1893, see report by Philadelphia and Reading.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Issued for actual cash	806,696	$40,334,800	2,126	$106,300	$40,441,100
Issued for scrip	.....	210	.....	.....	210
Total now outstanding	806,696	$40,335,010	2,126	$106,300	$40,441,310

Number of stockholders 9,021

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p. c.			
First mortgage	May 15, 1868	30	6	June & Dec.	$5,000,000	$5,000,000
Second mortgage	June 29, 1870	40	7	Mch & Sept.	6,000,000	6,000,000
Consolidated mortgage	Nov. 13, 1873	50	6 4½	June & Dec.	40,000,000	15,629,000 7,300,000
Total	.....	....	.....	.....	$51,000,000	$33,929,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost of road	$134,677 17	$18,110,610 80
EQUIPMENT.		
Locomotives	$81,057 86	$4,390,956 78
Passenger, mail, baggage and express cars	13,520 75	816,268 50
Freight and other cars	160,550 60	16,313,272 15
Barges, floats and tugs	.....	2,500 00
Total cost of equipment	$255,128 61	$21,452,997 43
Grand total cost of road and equipment	$389,805 78	$39,563,608 23

Income Account for Eleven Months Ending June 30, 1894.

Gross earnings from operation		$15,844,960 34
Less operating expenses (excluding all taxes)		11,588,866 45
Net earnings from operation		$4,256,093 89
Income from other sources, as follows, viz.:		
Interest on bonds owned	$141,411 73	
Dividends on stocks owned	88,360 60	
Net miscellaneous income	413,031 43	
Income from lease of road	918,592 50	
		1,561,396 25
Gross income from all sources		$5,817,490 14
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$1,980,300 00	
Rentals	2,050,317 44	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	253,626 39	
Interest on interest-bearing current liabilities accrued	77,054 49	
Other deductions	388,367 63	
		4,749,675 95
Net income from all sources		$1,067,814 19
Payments from net income, as follows, viz.:		
Dividends declared 5 per cent. on preferred stock	$5,315 00	
Dividends declared 1¼ per cent. on common stock	504,185 00	
		509,500 00
Surplus from operation of year ending June 30, 1894		$558,314 19
Additions during year. Adjustments of material account		866,297 03
Surplus for eleven months ending June 30, 1894		$1,424,611 22

General Income Account.

Surplus for year ending June 30, 1894	$1,424,611 22
Surplus up to June 30, 1893	4,857,959 25
Total surplus June 30, 1894	$6,282,570 47

DETAILED STATEMENT OF RENTALS.

State Line and Sullivan Railroad Company	$40,000 00
Barclay Railroad Company	5,317 44
Easton and Amboy Railroad Company	300,000 00
Lehigh Valley Terminal Railway	500,000 00
Pennsylvania and New York Central and Hudson River Railroad Company	530,000 00
Lehigh Valley Railway Company	675,000 00
Total amount of rentals deducted from income	$2,050,317 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, all local		.....	$13,196,177 21	$13,196,177 21
Passenger, all local		$2,092,631 88	.....	2,092,631 88
Mail		88,300 79	.....	88,300 79
Express		140,000 00	.....	140,000 00
Miscellaneous, as follows, viz:				
Extra baggage and storage	$8,539 03			
Other items	5,551 20	14,090 23	.....	14,090 23
Other sources	$313,760 28	87,852 88	225,907 40	313,760 28
Total gross earnings		$2,422,575 78	$13,422,084 61	$15,844,960 34

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	.....	.....	$240,510 91
Repairs of roadbed	.....	.....	528,713 09
Repairs of bridges (including culverts)	.....	.....	76,251 71
Repairs of stations, shops, docks, etc	.....	.....	226,545 53
Repairs of fences, cattle guards, etc	.....	.....	10,976 97
Other expenses for maintenance of way and structures	.....	.....	148,501 94
Total	$431,642 44	$1,109,937 71	$1,541,580 15
Maintenance of equipment:			
Repairs of locomotives	.....	.....	$791,587 40
Repairs of cars	.....	.....	876,207 49
Repairs of machinery and tools	.....	.....	44,759 39
Other expenses for maintenance of equipment	.....	.....	171,683 71
Total	$527,586 64	$1,356,651 35	$1,884,237 99
Conducting transportation:			
Wages of conductors and men	.....	.....	$1,453,373 10
Wages of engineers and firemen	.....	.....	1,395,676 64
Fuel for locomotives	.....	.....	1,527,206 43
Water supply	.....	.....	44,567 08
Other train supplies or expenses	.....	.....	186,894 53
Wages of station agents and clerks and wages for labor at stations	.....	.....	1,303,885 77
Station supplies	.....	.....	88,818 71
Wages of watchmen, flagmen and switchmen	.....	.....	266,073 93
Other expenses for conducting transportation	.....	.....	411,650 60
Total	$1,269,891 10	$4,808,265 69	$6,678,146 79
General expenses:			
Salaries of general officers and clerks	.....	.....	$205,360 02
General office expenses and supplies	.....	.....	35,252 10
Stationery and printing	.....	.....	35,525 66
Outside agencies and advertising	.....	.....	108,943 24
Legal expenses	.....	.....	60,097 47
Loss and damage of freight and baggage, and damage to cattle and property	.....	.....	37,363 47
Injuries to persons	.....	.....	27,222 38
Telegraph maintenance and operation	.....	.....	247,950 46
Mileage of cars of other companies (debit balance)	.....	.....	5,066 92
Other general expenses	.....	.....	522,119 80
Total	$415,772 43	$1,069,129 09	$1,484,901 52
Grand total operating expenses	$3,244,882 61	$8,343,983 84	$11,588,866 45

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$18,110,610 80
Cost of equipment		21,453,997 43
Other permanent investments, as follows, viz.:		
Stock of other companies	$18,319,963 54	
Bonds of other companies	12,428,391 58	
Other permanent investments	11,069,239 65	
		41,837,594 77
Current assets, as follows, viz.:		
Balance		670,745 65
Sundries, open accounts		2,537,513 71
		$84,609,462 36

LIABILITIES.

Capital stock	$40,441,310 00
Funded debt	33,929,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	269,520 00
Sundries, open accounts	3,687,061 89
Profit and loss (surplus)	6,282,570 47
	$84,609,462 36

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	4,682,869
Number of passengers carried one mile	102,377,430
Number of tons of freight carried	12,542,341
Number of tons of freight carried one mile	1,697,127,133
Passenger train mileage	4,606,307
Freight train mileage	11,854,902
Total train mileage	16,461,209

ITEM.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$3,099,461 83
Average per passenger carried	4469
Average per passenger per mile	0304
Average per passenger train per mile	45429
Freight earnings and expenses (including miscellaneous earnings)	13,196,177 21
Average per ton of freight carried	1 0523
Average per ton of freight per mile	00777
Average per freight train per mile	1 11314

Description of Road and Equipment.

TRACK.	Miles leased, entire length, all outside of N. Y. State.	MILES LEASED AND OPERATED. Length in N. Y. State.	MILES LEASED AND OPERATED. Entire length.	TOTAL MILES. Length in N. Y. State.	TOTAL MILES. Entire length.
Main line from junction near Jersey City, N. J., to Buffalo, N. Y., single track	98.97	175.19	343.18	175.19	442.15
Total of branches or other roads authorized	226.81	292.04	546.62	292.04	773.43
Total single track	325.78	467.23	889.80	467.23	1,215.58
Second track on main line and branches	157.79	175.61	355.40	175.61	513.19
Third track on main line	2.78	.....	2.45	.....	5.23
Sidings and turnouts on main line and branches	287.84	184.40	492.06	184.40	779.90
Grand total of tracks, sidings and turnouts	774.19	827.24	1,739.71	827.24	2,513.90

Average life of ties, 6 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State, miles.	Entire length, miles.
Lehigh Valley railway	Van Etten Junction	Geneva Junction	59.48	
Lehigh Valley railway	Auburn Junction	Ithaca Junction	42.46	
Lehigh Valley railway	Cayuga Junction	Cayuga Junction	3.75	
Lehigh Valley railway	Hayts Corners	Willard	3.83	
Southern Central railroad	State Line	North Fair Haven	115.26	
Waverly State Line railroad	State Line	N. Y., L. E. & W. Com.	.41	
Rochester & Honeoye Valley R R.	Honeoye Falls	Rochester	15.55	
Trackage, N. Y. C. & H. R. R R. Co.	Batavia	Suspension Bridge	51.30	
				292.04
In State of Pennsylvania	Various	Various	.....	438.10
In State of New Jersey	Various	Various	.....	43.29
			.....	773.43

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	259	13,298	491	36,401.75
Wooden bridges	396	4,613	438	5,251
Wooden trestles	63	5,056.6	131	12,557.17
Total	718	22,967.6	1,060	54,209.92

EQUIPMENT.	Number owned.	Number leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Total number of locomotives	661	.....	661	558	.....
First class passenger cars	151	.....	151	151	151
Second class passenger cars	80	.....	80	80	80
Other cars	58	.....	58	58	58
Baggage, mail and express cars	69	.....	69	69	69
Total	358	.....	358	358	358
Box freight cars	10,680	2,000	12,680	6,077	7,448
Stock freight cars	487	.....	487	400	400
Coal freight cars	33,840	.....	33,840	.....	2,607
Flat freight cars	2,343	.....	2,343	2	439
Caboose, 4-wheel cars	294	.....	294	.....	.....
Other cars	412	.....	412	149	149
Service cars	1,339	.....	1,339	52	1
Total	49,395	2,000	51,395	6,680	11,044

Westinghouse air brake and Janney and Gould-Janney coupler on passenger cars; freight cars with master car builders' type of brakes and couplers.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	419	920.47
Highway crossings over or under grade	25	148

United States Express operates over road at proportion of gross receipts.
Pullman's Palace Car Co. runs over road and receives mileage for use of their cars.
Traders' Despatch, Lehigh and Wabash Despatch, Reading Despatch, Lake Shore and Lehigh Valley Route, Empire Line runs over line.
The United States government pays for transportation of mails compensation based on weight of mails carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	260,155	2.09
Grain	536,407	4.28
Meats and provisions	84,495	.69
Live stock	85,584	.70
Lumber	424,554	3.38
Pig and bar iron and steel	189,528	1.50
Iron or other ores	157,356	1.26
Coal and coke	8,495,281	67.78
Petroleum and other oils	49,412	.39
All other manufactures	247,281	1.96
All other agricultural products	385,477	3.07
All other articles not included above	1,626,711	12.95
Total	12,542,341	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	31	3	34
Employes	241	38	279
Others	51	59	110
Total	323	100	423

Average number of persons employed (including officials) during year 15,713
Aggregate amount of salaries and wages paid them $7,485,003 40

Officers of the Company.

Name.	*Title.*	*Official Address.*
ELISHA P. WILBUR	President	South Bethlehem, Pa.
CHARLES HARTSHORNE	Vice-President	Philadelphia, Pa.
ROBERT H. SAYRE	Second Vice-President	South Bethlehem, Pa.
JOHN B. GARRETT	Third Vice-President	Philadelphia, Pa.
JOHN R. FANSHAWE	Secretary	Philadelphia, Pa.
WILLIAM C. ALDERSON	Treasurer	Philadelphia, Pa.
HENRY S DRINKER	General Solicitor	Philadelphia, Pa.
ISAAC MCQUILKIN	Comptroller	Philadelphia, Pa.
ROLLIN H. WILBUR	General Superintendent	South Bethlehem, Pa.

Directors of the Company.

Name.	*Residence.*
CHARLES HARTSHORNE	Philadelphia, Pa.
WILLIAM L. CONYNGHAM	Wilkesbarre, Pa.
WILLIAM A. INGHAM	Philadelphia, Pa.
ROBERT H SAYRE	South Bethlehem, Pa.
JAMES I. BLAKSLEE	Mauch Chunk, Pa.
JOHN R. FELL	Philadelphia, Pa.
JOHN B. GARRETT	Philadelphia, Pa.
CHARLES O. SKEER	Mauch Chunk, Pa.
ROLLIN H WILBUR	South Bethlehem, Pa.
WILLIAM H SAYRE	South Bethlehem, Pa.
BEAUREAU BORIE	Philadelphia, Pa.
HENRY S. DRINKER	Philadelphia, Pa.

Title of company, Lehigh Valley Railroad Company.
General offices at 228 South Third street, Philadelphia, Pa.
Date of close of fiscal year, November 30.
Date of stockholders' annual meeting, third Tuesday in January.
For information concerning this report, address Isaac McQuilkin, Comptroller.

LIMA AND HONEOYE FALLS.

(Date of charter, March 28, 1892; organized March 15, 1892.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,000	$100,000 00	$17,500 00
Issued for actual cash and now outstanding	175	17,500 00	17,500 00

Number of stockholders 9

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage	Aug. 1, 1892	5	6	Feb. 1 & Aug. 1	$20,000	$15,400	$15,400

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$3,357 94	$3,357 94
Bridges	101 36	101 36
Superstructure (including ties)	394 37	394 37
Rails	42 70	42 70
Land damages	.....	14,817 74
Fences	167 60	167 60
Engine and car houses	192 60	192 60
Shops, machinery and tools	29 80	29 80
Purchase of constructed road	.....	42,671 96
Total cost of road	$4,286 37	$61,776 07
EQUIPMENT.		
Locomotives	.....	$6,099 65
Passenger cars	.....	1,396 96
Freight and other cars	.....	160 00
Sundries	.....	546 86
Total cost of equipment	.....	$8,203 47
Grand total cost of road and equipment	.....	$69,979 54

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Highway bridge over road at Lima, N. Y.	$101 36
Sundries	4,185 01
Total	$4,286 37

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$6,139 05
Less operating expenses (excluding all taxes)	6,303 44
Deficit from operation	$164 39

Income from other sources, as follows, viz.:		
Sundries		152 53
Deficit from all sources		$11 86
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$385 00	
Taxes on property used in operation of road	186 61	
Taxes on earnings and capital stock	22 50	
Interest	2,641 39	
		3,235 50
Deficit for year ending June 30, 1894		$3,247 36

General Income Account.

Deficit for year ending June 30, 1894	$3,247 36
Deficit up to June 30, 1893	6,240 59
Total surplus June 30, 1894	$2,993 23

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, local		.....	$3,289 33	$3,289 33
Passengers, through	$2,031 15			
Passengers, local	95 00			
		$2,126 15	.....	2,126 15
Mail		190 66	.....	190 66
Express		532 91	.....	532 91
Total gross earnings		$2,849 72	$3,289 33	$6,139 05

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of roadbed	$173 31	$346 62	$519 93
Repairs of stations, shops, docks, etc	5 32	5 32	10 64
Other expenses for maintenance of way and structures	37 00	74 00	111 00
Total	$215 63	$425 94	$641 57
Maintenance of equipment:			
Repairs of locomotives	$89 78	$89 78	$179 56
Repairs of cars	2 00	.....	2 00
Total	$91 78	$89 78	$181 56
Conducting transportation:			
Wages of conductors and men	$274 94	$274 94	$549 88
Wages of engineers and firemen	473 17	473 18	946 35
Fuel for locomotives	261 78	543 56	805 34
Oil and waste	25 33	25 33	50 66
Wages of station agents and clerks	.....	624 00	624 00
Wages for labor at stations	.....	592 01	592 01
Station supplies	.....	187 11	187 11
Other expenses for conducting transportation	84 53	84 53	169 06
Total	$1,119 75	$2,804 66	$3,924 41
General expenses:			
Salaries of general officers and clerks	$500 00	$500 00	$1,000 00
General office expenses and supplies	21 25	21 25	42 50
Stationery and printing	26 66	26 66	53 32
Damage to cattle and property	.....	25 00	25 00
Other general expenses	217 54	217 54	435 08
Total	$765 45	$790 45	$1,555 90
Grand total operating expenses	$2,192 61	$4,110 83	$6,303 44

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$61,776 07
Cost of equipment	8,203 47
Current assets, as follows, viz.:	
Cash on hand	1,167 10
Open accounts	244 78
Materials and supplies	300 00
	$71,691 42

LIABILITIES.

Capital stock	$17,500 00
Funded debt	15,400 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	385 00
Audited vouchers and pay rolls	1,443 21
Open accounts	13,369 98
Loans and bills payable	20,500 00
Profit and loss (surplus)	2,993 23
	$71,691 42

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	14,852	1,900	16,752
Number of passengers carried one mile	66,240	2,060	68,300
Number of tons of freight carried	6,124	.....	6,124
Number of tons of freight carried one mile	27,312	.....	27,312
Passenger train mileage	11,082	.....	11,082

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses, including mail, express and miscellaneous earnings	$2,849 72	$2,192 61	$657 11
Average per passenger carried	16	13	03
Average per passenger per mile	04	03	01
Average per passenger train per mile	25	19	06
Freight earnings and expenses, including miscellaneous earnings	3,289 33	4,110 83	Loss. 821 50
Average per ton of freight carried	53	67	14
Average per ton of freight per mile	12	15	03

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	3.066	4.611	3.112
Average rate received per mile per ton for carrying freight, all classes	12.043	.....	12.043

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Honeoye Falls to Lima, N. Y., single track	4.46
Sidings and turnouts on main line	.40
Grand total tracks, sidings and turnouts	4.86
Laid with steel rail, main line	4.46

Weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridge	1	18

EQUIPMENT.	Number owned.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	2	2	$3,049 82	40,000	1
First class passenger cars	1	1	$1,896 96	26,000	1
Service cars	2	2	$50 00	.....	.....

Eames vacuum brake and ordinary coupler are in use on line of road.
Stub switches used.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Highway crossings at grade without protection	6	6
Highway crossings over or under grade	1	1

Passenger cars are heated by stoves and lighted by oil.
American Express Company runs over road and pays ten cents per 100 lbs.; $12 50 per month to conductor as messenger; ten per cent. per month to agent, as agent; ten per cent. per month to agent for free delivery.
The United States government pays for transportation of mails $42.75, per mile.

NUMBER OF ACCIDENTS.

	Injured.	Total.
Employes	1	1

EMPLOYES.

Average number of persons employed (including officials) during year	15
Aggregate amount of salaries and wages paid them	$5,224 34

Officers of the Company.

Name.	*Title.*	*Official Address*
FRANK RATETON	President	Lima, N. Y.
HENRY P. GLOVER	Vice-President	Ypsilanti, Mich.
HORACE C. GILBERT	Treasurer	Lima, N. Y.
GEO. W. ATWELL, JR	Secretary	Lima, N. Y.
FRANK RATETON	General Manager	Lima, N. Y.
FRED M. ROBBINS	Auditor	Lima, N. Y.

Directors of the Company.

Name.	*Residence.*
FRANK RATETON	Lima, N. Y.
HENRY P. GLOVER	Ypsilanti, Mich.
WALTER L. PACK	Ypsilanti, Mich.
SUMNER DAMON	Ypsilanti, Mich.
URIAL B. MOSES	Lima, N. Y.
HORACE C. GILBERT	Lima, N. Y.
GEO. T. SALMAN	Lima, N. Y.
GEO. W. ATWELL, JR	Lima, N. Y.
ALEXANDER M. HOLDEN	Honeoye Falls, N. Y.

Title of company, Lima and Honeoye Falls Railway Company.
General offices at Lima, N. Y.
Date of close of fiscal year, April 1.
Date of stockholders' annual meeting, April 15.
For information concerning this report, address Fred M. Robbins, Auditor.

LITTLE FALLS AND DOLGEVILLE.

(Date of charter, February 20, 1891.)

For history of organization, etc., see Report of 1893.
Road turned over to company by contractors on December 31, 1893. This report is of the operations from that date to June 30, 1894.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	2,500	$250,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p. c.			
First mortgage	Feb. 27, 1891	30	6	Jan. & July.	$250,000	$250,000
Second mortgage	May 1, 1894	30	6	May. & Nov.	100,000	75,000
Total					$350,000	$325,000

Cost of Road and Equipment.

*Total cost of road and equipment up to June 30, 1894	$575,000 00

Income Account for Six Months Ending June 30, 1894.

Gross earnings from operation		$21,092 00
Less operating expenses (excluding all taxes)		7,345 12
Gross income from all sources		$13,747 88
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$8,250 00	
Rentals	275 00	
		8,525 00
Surplus for six months ending June 30, 1894		$5,222 88

* Road built and equipped by contract.

General Income Account.

Surplus for six months ending June 30, 1894	$5,222 88
Account of Jay Twitchell charged directly to profit and loss	339 78
Total surplus, June 30, 1894	$4,883 10

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local	.....	$16,332 83	$16,332 83
Passengers, local	$4,113 05	.....	4,113 05
Mail	258 54	.....	258 54
Express	348 58	.....	348 58
Miscellaneous, as follows, viz.:			
Rents	40 00	.....	40 00
Total gross earnings	$4,760 17	$16,332 83	$21,093 00

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	.....	.....	$1,833 05
Repairs of roadbed	.....	.....	300 42
Repairs of bridges (including culverts and cattle guards)	.....	.....	92 98
Repairs of stations, shops, docks, etc	.....	.....	6 66
Repairs of fences	.....	.....	7 08
Total	.....	.....	$2,240 09
Maintenance of equipment:			
Repairs of locomotives	.....	.....	$105 88
Repairs of cars	.....	.....	166 32
Repairs of machinery and tools	.....	.....	70
Total	.....	.....	$272 90
Conducting transportation:			
Wages of conductor and men	.....	.....	$720 00
Wages of engineers and firemen	.....	.....	696 20
Fuel for locomotives	.....	.....	671 94
Oil and waste	.....	.....	48 12
Wages of station agents and clerks	.....	.....	1,024 18
Station supplies	.....	.....	101 37
Wages of watchmen, flagmen and switchmen	.....	.....	240 08
Total	.....	.....	$3,498 89
General expenses:			
Salaries of general officers and clerks	.....	.....	$1,008 00
General office expenses and supplies	.....	.....	105 85
Stationery and printing	.....	.....	130 94
Outside agencies and advertising	.....	.....	31 25
Mileage of cars of other companies (debit balance)	.....	.....	3 00
Other general expenses	.....	.....	54 70
Total	.....	.....	$1,333 94
Grand total operating expenses	.....	.....	$7,345 12

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$575,000 00
Current assets, as follows, viz.:		
Cash on hand	$399 16	
Due by agents	1,007 25	
Open accounts	5,458 04	
		6,864 45
		$581,864 45

LIABILITIES.

Capital stock		$250,000 00
Funded debt		325,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$750 00	
Audited vouchers and pay rolls	1,076 87	
Open accounts	154 48	
		1,981 35
Profit and loss (surplus)		4,883 10
		$581,864 45

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	10,010
Number of passengers carried one mile	101,153
Number of tons of freight carried	10,076
Number of tons of freight carried one mile	103,967
Passenger train mileage	6,564
Freight train mileage	6,440
Total train mileage	13,004

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$4,760 17	$1,648 22	$3,111 95
Average per passenger carried	475	164	311
Average per passenger per mile	047	016	031
Average per passenger train per mile	725	251	474
Freight earnings and expenses (including miscellaneous earnings)	16,332 83	5,696 90	10,635 93
Average per ton of freight carried	1 62	565	1 055
Average per ton of freight per mile	156	055	101
Average per freight train per mile	2 53	88	1 65

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	4.06
Average rate received per mile per ton for carrying freight, all classes	15.69

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Little Falls to Dolgeville, single track	10.32
Sidings and turnouts on main line	1
Total of tracks, sidings and turnouts	11.32
Laid with steel rail, main line	10.32

Weight of rails per yard — steel, maximum, 60 lbs.; gauge of track, 4 feet, 8½ inches; ballasted with stone.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	4	736
Wooden trestles	9	2,100
Total	13	2,836

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Maximum weight of each, in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	1	90,000	.....	1
Locomotives, 4 drivers	1	74,000	.....	1
Total	2	.....	.....	2
First class passenger cars	3	.....	.....	.....
Baggage, mail and express cars	1	.....	.....	.....
Total	4	.....	.....	.....
Box freight cars	2	.....	2	2
Flat freight cars	4	.....	4	4
Total	6	.....	6	6

Passenger and freight cars are equipped with Westinghouse air brakes.
All split point switches in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$34,000
Railroads crossing road at grade	6
Highway crossings over or under grade	2

Passenger cars are heated by stoves, lighted with kerosene oil (mineral seal 300 degrees test), and ventilated by monitor roof right and left ventilators.

The American Express Company runs over line, on weight, ten and twenty cents per 100 pounds.

The United States government, for transportation of mails, pays $43.09 per month.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	65	.65
Grain	267	2.65
Meats and provisions	168	1.62
Lumber	4,554	45.19
Pig and bar iron and steel	8	.08
Coal and coke	3,334	33.08
Petroleum and other oils	43	.43
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	934	9.27
All other manufactures	44	.44
All other merchandise	664	6.59
Total	10,076	100

Average number of persons employed (including officials) during year	28
Aggregate amount of salaries and wages paid them	$5,975 87

Officers of the Company.

Name.	*Title.*	*Official Address.*
CARL AMANN	President	Dolgeville, N. Y.
TITUS SHEARD	First Vice-President	Dolgeville, N. Y.
ALFRED DOLGE	Second Vice-President	Dolgeville, N. Y.
EDMUND R. WAUCKEL	Secretary and Treasurer	Dolgeville, N. Y.

Directors of the Company.

Name.	*Residence.*
C. AMANN	New York city.
TITUS SHEARD	Little Falls, N. Y.
ALFRED DOLGE	Dolgeville, N. Y.
E. R. WAUCKEL	New York city.
W. G. MILLIGAN	Little Falls, N. Y.
J. S. BARNET	Little Falls, N. Y.
J. J. GILBERT	Little Falls, N. Y.
E. A. BROWN	Dolgeville, N. Y.
ERNST POLSCHER	Dolgeville, N. Y.
JULIUS BUCKWOLDT	Dolgeville, N. Y.
EDWARD DEDICKE	Dolgeville, N. Y.
HENRY FAVILLE	Dolgeville, N. Y.
KARL FINK	New York city.

Title of company, Little Falls and Dolgeville Railroad Company.
General offices at Dolgeville, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, July 19.
For information concerning this report, address Charles Sullivan, Assistant Treasurer.

LOCKPORT AND BUFFALO.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 30, 1871.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	2,000	$200,000	.....
Issued for actual cash and now outstanding	1,293	129,300	$129,300

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	Oct. 1, 1877	20	p.c 7	Apr. 1 & Oct. 1	$140,000	$140,000	$141,890

Cost of Road.

ROAD.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$17,778 66
Bridges	7,104 85
Superstructure (including ties) and rails	140,831 26
Land damages	128,285 48
Fences	7,926 44
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	6,710 57
Engineering expenses	5,618 58
Interest and discount charged to construction	21,164 53
Other items	35,470 63
Total cost of road	$365,881 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Lease of road to New York, Lake Erie and Western Railroad Co.		$21,000 00
Interest on bank deposit		75 31
Gross income from all sources		$21,075 31
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$9,800 00	
Taxes on earnings and capital stock	506 11	
Expense account	185 69	
Interest account, note discounted	2 45	
		10,494 25
Net income from all sources		$10,581 06
Payments from net income, as follows, viz.:		
Dividends declared, 8 per cent. on $129,300 common stock		10,344 00
Surplus for year ending June 30, 1894		$237 06

General Income Account.

Surplus for year ending June 30, 1894	$237 06
Surplus up to June 30, 1893	90,066 17
Total surplus June 30, 1894	$90,303 23

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$365,831 00
Current assets, as follows, viz.:	
Cash on hand	292 23
	$366,123 23

LIABILITIES.

Capital stock	$129,300 00
Funded debt	140,000 00
Stock subscriptions	6,520 00
Profit and loss (surplus)	90,303 23
	$366,123 23

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS T. FLAGLER	President	Lockport, N. Y.
WILLIAM SPALDING	Vice-President	Lockport, N. Y.
WASHINGTON H. RANSOM	Secretary	Lockport, N. Y.
JOHN T. DARRISON	Treasurer	Lockport, N. Y.
GEORGE W. BOWEN	Attorney	Lockport, N. Y.

Directors of the Company.

Name.	*Residence.*
THOMAS T. FLAGLER	Lockport, N. Y.
WILLIAM SPALDING	Lockport, N. Y.
JOHN T. DARRISON	Lockport, N. Y.
JOHN HODGE	Lockport, N. Y.
ALONZO J. MANSFIELD	Lockport, N. Y.
WILLIAM W. TREVOR	Lockport, N. Y.
JAMES S. LIDDLE	Lockport, N. Y.
J. CARL JACKSON	Lockport, N. Y.
WILLIAM RICHMOND	Lockport, N. Y.
AMBROSE S. BEVERLY	Lockport, N. Y.
ISAAC E. MERRITT	Lockport, N. Y.
JOHN LAMBERT	Lockport, N. Y.
WASHINGTON H. RANSOM	Lockport, N. Y.

Title of company, Lockport and Buffalo Railway Company.
General offices at Lockport, N. Y. (southwest corner Pine and Main streets).
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in July.
For information concerning this report, address W. H. Ransom, Secretary.

LONG ISLAND.

(Date of charter, April 24, 1839.)

For history of organization, etc., see Reports of 1892 and 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash on account of construction and now outstanding	240,000	$12,000,000

Number of stockholders 936

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p c.			
Long Island R. R. consolidated mortgage	July 1, 1881	50	5	Jan., April, July & Oct.	$5,000,000 00	$3,610,000 00
First mortgage	May 1, 1868	30	7	May & Nov.	1,500,000 00	1,121,000 00
Second mortgage	July 5, 1878	40	7	Feb. & Aug.	1,500,000 00	268,703 88
General mortgage	Aug. 1, 1888	50	4	June & Dec.	3,000,000 00	3,000,000 00
Debenture bonds	June 1, 1894	40	5	June & Dec.	1,500,000 00	1,275,000 00
Stewart Line mortgage	June 1, 1892	40	4	June & Dec.	500,000 00	325,000 00
Mortgage on real estate	Var. dates.	....	5–7	.....	291,237 65	291,237 65
Equipment Trust	Var. dates.	....	....	.....	366,194 75	366,194 75
Brooklyn & Montauk R. R. first mortgage	Mar. 1, 1881	30	6	Mar. & Sept.	250,000 00	250,000 00
Brooklyn & Montauk R. R. first mortgage	Mar. 1, 1881	30	5	Mar. & Sept.	750,000 00	750,000 00
Second mortgage	June 15, 1888	50	5	June & Dec.	600,000 00	600,000 00
L. Island City & Flushing R. R. first mortgage	May 1, 1881	30	6	May & Nov.	600,000 00	600,000 00
Consolidated mortgage	May 1, 1887	50	5	May & Nov.	1,250,000 00	650,000 00
New York & Flushing R. R. first mortgage	Mar. 1, 1880	40	6	Mar. & Sept.	125,000 00	125,000 00
Long Island R. R. Co's Ferry first mortgage	Mar. 1, 1892	30	4½	Mar. & Sept.	2,750,000 00	2,750,000 00
Total	.....	....	....	.....	$19,932,432 40	$15,982,135 28

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$57,643 67	.....
Bridges and trestles	50,437 38	.....
Superstructure (including ties)	74,379 26	.....
Rails	47,066 68	.....
Land	25,111 49	.....
Land damages	819 00	.....
Fences	5,772 81	.....
Passenger and freight stations	8,816 16	.....
Engine and car houses	8,210 26	.....
Shops, machinery and tools	12,343 33	.....
Fuel and water stations	2,699 18	.....
Engineering expenses	3,544 04	.....
Wharves	12,954 38	.....
Barges, floats and tugs	300 52	.....
Flagmen houses and safety signals	24,493 45	.....
Total cost of road reported up to June 30, 1893		$21,508,433 08
Total cost of road	$334,111 11	$21,842,534 19
EQUIPMENT.		
Locomotives	$154,305 67	.....
Passenger cars	44,501 98	.....
Freight and other cars	29,591 07	.....
	$228,398 72	
Depreciation written off	*6,708 99	
Total cost of equipment reported up to June 30, 1893		$3,052,749 63
Total cost of equipment	$221,694 73	$3,274,414 36
Grand total cost of road and equipment	$555,805 84	$25,116,978 55

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$4,143,433 13
Less operating expenses (excluding all taxes)		2,690,084 61
Net earnings from operation		$1,453,348 52
Income from other sources, as follows, viz.:		
Income on investments	$1,151 70	
Rentals	44,170 64	
Ferry	385,934 42	
		431,256 76
Gross income from all sources		$1,884,605 28
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$589,527 86	
Rentals	219,518 35	
Taxes on property used in operation of road	180,460 73	
Taxes on earnings and capital stock	42,264 99	
Interest and discount	33,069 30	
Ferry	350,108 90	
		1,364,950 13
Net income from all sources		$519,655 15
Payments from net income, as follows, viz.:		
Dividends declared, 4¾ per cent. on $12,000,000 common stock		570,000 00
Deficit for year ending June 30, 1894		$50,344 85

General Income Account.

Deficit for year ending June 30, 1894	$50,344 85	
Surplus up to June 30, 1893	1,004,874 40	
		$954,529 55
Less charged direct to profit and loss		116,676 28
Total surplus June 30, 1894		$837,853 27

* Credit.

DETAILED STATEMENT OF RENTALS.

Atlantic Avenue railroad	$53,298 35
New York, Brooklyn and Manhattan Beach railway	95,980 00
New York and Rockaway railroad	17,500 00
Long Island railroad, North Shore Branch	53,750 00
Total amount of rentals deducted from income	$219,518 35

Analysis of Gross Earnings and Operating Expenses.

EARNINGS

	Passenger.	Freight.	Total.
Freight, all local	.....	$1,309,227 95	$1,309,227 95
Passengers, all local	$2,353,569 27	.....	2,353,569 27
Mail	38,130 11	.....	38,130 11
Express	420,217 51	.....	420,217 51
Telegraph	10,909 66	.....	10,909 66
Parlor car	11,378 63	.....	11,378 63
Total gross earnings	$2,834,205 18	$1,309,227 95	$4,143,433 13

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed	$200,433 58	$38,177 63	$238,610 21
Repairs of bridges (including culverts and cattle guards)	18,681 21	3,558 33	22,239 54
Repairs of stations, shops, docks, etc.	41,067 68	7,822 42	48,890 10
Repairs of fences and gates	17,112 74	3,259 57	20,372 31
Other expenses for maintenance of way and structures	50,419 01	9,603 62	60,022 63
Total	$327,713 22	$62,421 57	$390,134 79
Maintenance of equipment:			
Repairs of locomotives	$91,289 64	$19,121 84	$110,511 48
Repairs of cars	87,929 96	31,741 55	119,671 51
Repairs of machinery and tools	5,439 39	1,036 07	6,475 46
Other expenses for maintenance of equipment	67,572 41	15,861 44	83,433 85
Total	$252,331 40	$67,760 90	$320,092 30
Conducting transportation:			
Wages of conductors and men	$124,640 64	$72,072 12	$196,712 76
Wages of engineers and firemen	191,406 16	62,314 96	253,721 12
Fuel for locomotives	280,611 97	53,449 90	334,061 87
Oil and waste	11,430 55	2,177 25	13,607 80
Water supply	18,419 48	3,627 52	22,047 00
Other train supplies or expenses	22,209 25	4,229 38	26,438 63
Wages of station agents and clerks	93,233 81	17,758 82	110,992 63
Wages for labor at stations	.....	91,387 83	91,387 83
Station supplies	27,282 68	5,196 74	32,479 62
Wages of watchmen, flagmen and switchmen	258,553 92	49,248 36	307,802 28
Other expenses for conducting transportation	205,112 45	39,069 04	244,181 49
Total	$1,232,901 11	$400,532 92	$1,633,433 03
General expenses:			
Salaries of general officers and clerks	$78,953 66	$15,038 79	$93,992 45
General office expenses and supplies	10,637 84	2,026 25	12,664 09
Stationery and printing	17,217 82	3,279 58	20,497 40
Outside agencies and advertising	36,340 86	6,922 07	43,262 93
Legal expenses	16,308 62	3,106 40	19,415 02
Loss and damage of freight and baggage	766 82	2,412 09	3,178 91
Damage to cattle and property	4,937 04	940 39	5,877 43
Injuries to persons	60,480 00	11,520 00	72,000 00
Telegraph maintenance and operation	19,474 49	5,614 19	25,088 68
Mileage of cars of other companies (debit balance)	21,222 14	4,042 31	25,264 45
Other general expenses	12,753 83	2,429 30	15,183 13
Total	$289,093 12	$57,331 37	$346,424 49
Grand total operating expenses	$2,102,038 85	$588,045 76	$2,690,084 61

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road			$21,881,534 19
Cost of equipment			3,235,444 36
Other permanent investments, as follows, viz.:			
Stock of other companies	$1,641,544 97		
Bonds of other companies	1,001,700 00		
	$2,643,244 97		
At a cost of		$947,754 97	
Express equipment		99,791 50	
Coupé equipment		29,588 00	
Ferry property		2,750,000 00	
			3,827,134 47
Current assets, as follows, viz.:			
Cash on hand		$88,454 82	
Due by agents		139,210 66	
Open accounts		381,861 53	
Materials and supplies		84,965 04	
			694,492 05
			$29,638,605 07

LIABILITIES.

Capital stock			$12,000,000 00
Funded debt			15,962,135 26
Current liabilities, as follows, viz.:			
Interest on funded debt due and accrued		$149,249 18	
Audited vouchers and pay rolls		490,307 87	
Open accounts		179,059 47	
			818,616 52
Profit and loss (surplus)			837,853 27
			$29,638,605 07

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	13,919,949
Number of passengers carried one mile	135,991,062
Number of tons of freight carried	845,218
Number of tons of freight carried one mile	84,873,794
Passenger train mileage	2,390,096
Freight train mileage	403,629
All other train mileage	628,410
Total train mileage	3,422,135

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$2,834,205 18	$2,102,038 85	$732,166 33
Average per passenger carried	2036	1510	0526
Average per passenger per mile	0208	0154	0054
Average per passenger train per mile	1 18	88	30
Freight earnings and expenses (including miscellaneous earnings)	1,309,227 95	588,045 76	721,182 19
Average per ton of freight carried	1 5253	6957	8296
Average per ton of freight per mile	0375	0168	0207
Average per freight train per mile	324	146	178

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.73
Average rate received per mile per ton for carrying freight, all classes	3.754

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line authorized from Long Island City to Greenpoint, Sag Harbor and Great Neck	205.56	.....	205.56
Total of branches or other roads authorized	96.92	57.67	154.59
Main line laid, single track	205.56	.....	205.56
Branches or other roads, single track	83.22	52.21	135.43
Total single track	288.78	52.21	340.99
Second track on main line	54.45	.....	54.45
Second track, branches or other roads	7.53	29.27	36.80
Total second track	61.98	29.27	91.25
Sidings and turnouts on main line	57.33	.....	57.33
Sidings and turnouts, branches or other roads	27.43	19.67	47.10
Total sidings and turnouts	84.76	19.67	104.43
Grand total of tracks, sidings and turnouts	435.52	101.15	536.67
Laid with steel rail, main line	260.01	.....	260.01
Laid with steel rail, branches or other roads	87.99	81.48	169.47
Laid with iron rail, branches or other roads	2.76	.....	2.76

Average life of rails—steel, 15 years; iron, 9 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 80 lbs; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 50 lbs; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel, cinders and stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Creedmoor branch	Floral Park	Creedmoor	1.91	Owned.	.....	1.91	.....
Locust Valley branch	Mineola	Oyster Bay	14.39	Owned.	3.61	18.00	.....
Hempstead branch	Mineola	Hemps'd Cross'g	1.16	Owned.	.....	1.16	.....
Northport branch	Hicksville	Old Northport	15.04	Owned.	.....	15.04	.....
Eastport branch	Manor	Eastport	5.78	Owned.	.....	5.78	.....
Central Extension R. R.	Bethpage Junct.	Babylon	7.62	Owned.	.....	7.62	.....
Cedarhurst branch	Woodsburgh	Cedarhurst	1.68	Owned.	.....	.....	1.68
Woodside branch	Woodside	Flush'g Bridge st	3.99	Owned.	.....	.....	.....
Whitestone branch	Whitestone Jct.	Whitestone L'dg	4.78	Owned.	.....	4.78	.....
Newtown & Flushing R. R.	Winfield	Flush'g, Main st.	3.97	Owned.	.....	.....	.....
Hunter's Pt. & S. S. L. R.	N. Y. & Flush. Jc.	Bushwick Jct	1.63	Owned.	1.63	3.26	.....
Far Rockaway branch	Valley Stream	N.Y.&R.B.Ry.Jc.	6.67	Owned.	.....	5.18	.....
New York & Flushing R. R.	L. I. City	N.Y.& Flush'g Jc.	2.29	Owned.	2.29	4.58	.....
Stewart R. R.	Floral Park	Bethpage	14.60	Owned.	.....	14.60	.....
Stewart R. R.	Garden City	Hempstead	1.64	Owned.	.....	1.64	.....
N. Y. & Long Island R. R.	Pearsalls	Pt. Lookout	9.77	Owned.	.....	4.92	1.08
N. Y. & Rockaway R. R.	Rockaway Jct	Far Rockaway	9.01	Leased.	3.41	8.81	.....
Manhattan Beach Ry	Freshpond Jct	Manhattan B'ch.	12.03	Leased.	12.00	24.03	.....
Manhattan Beach Ry	Bay Ridge	Man. Beach Jc	4.23	Leased.	4.23	8.46	.....
Manhattan Beach Ry	Greenpoint	Cooper Ave. Jct.	3.79	Leased.	.....	1.94	.....
L. I. R. R. Co. N. S. br.	Northport Jct	Pt. Jefferson	18.98	Leased.	.....	18.98	.....
Brooklyn & Jamaica R. R.	Flatbush ave.	Jamaica	9.63	Leased.	9.63	19.26	.....

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE. Number.	Aggregate length.
		Feet.
Iron bridges	44	2,862
Wooden bridges	13	06
Wooden trestles	54	11,586
Total	1 1	14,694

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	35	....	35	$9,744	173,150	16⅔	35	.....
Locomotives, 4 drivers	101	12	113	6,148	179, 00	16⅔	112	13
Total	136	12	148	.....	.....	.....	147	13
First class passenger cars	269	52	321	$3,269	65,000	16⅔	321	321
Open excursion cars	....	88	88	1,100	32,400	16⅔	88	88
Pay car	1	....	1	3,200	32,000	16⅔	1	1
Official car	1	....	1	3,200	32,000	16⅔	1	1
Baggage, mail and express cars	28	....	28	2,000	65,000	16⅔	28	22
Total	299	140	439	.	.....	.....	439	439
Box freight cars	612	....	612	$515	29,000	16⅔	172	358
Gondolas	600	....	600	437	35,000	16⅔	.....	367
Produce	15	....	15	630	32,000	16⅔	10	.....
Tool cars	5	....	5	1,000	41,000	16⅔	5	1
Refrigerators	2	....	2	465	28,000	16⅔	2	1
Derrick	1	....	1	1,300	60,000	16⅔	1	.....
Caboose, 4-wheel cars	2	....	2	538	20,000	16⅔	.....	2
Caboose, 8-wheel cars	30	....	30	600	37,000	16⅔	.....	11
Snow plows	4	....	4	400	42,600	16⅔	.....	.....
Service cars	21	....	21	400	19,000	16⅔	10	.....
Total	1,292	....	1,292	.....	.....	.....	200	740

The Westinghouse quick action air brakes on passenger and freight cars. The Miller couplers on passenger and Smillie coupler on freight cars.

Lorenz split switch in all main tracks

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	99.44
Road constructed and opened for business during the year, miles	6 14
Total assessed value of real estate and personal property of company	$4,475,394 00
Railroads crossing road at grade	4
Railroads crossing road over or under grade	9
Highway crossings at grade without protection	64
Highway crossings at grade protected by gates or flagmen	22
Highway crossings over or under grade	7
Overhead obstructions less than twenty feet above track	5

Passenger cars are heated by steam, lighted with oil lamps and Pintsch gas, and ventilated by bay sash in clear story.

Railroad company operates its own express.

The Long Island Parlor Car and Sleeping Coach Company runs parlor cars over our lines at 25 per cent. of receipts.

Paid to Long Island Parlor Car and Sleeping Coach Company, $15,448 49 for car mileage.

No freight or transportation companies run over our line

The mails are carried at certain rates per mile per annum, based on weight.

Total compensation for fiscal year, $38,130.11.

DESCRIPTION OF FREIGHT MOVED.

ITEM	Tonnage.	Per cent.
Flour	12,360	1.46
Grain	85,270	10.09
Meats and provisions	23,676	2.80
Live stock	7,240	.86
Lumber	54,869	6.49
Pig and bar iron and steel, iron or other ores	11,840	1.40
Coal and coke	192,538	22.78
Petroleum and other oils	10,680	1.26
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	9,120	1.08
All other manufactures	21,216	2.51
All other merchandise	61,338	7.26
All other agricultural products	80,765	9.56
All other articles not included above	274,356	32.45
Total	845,218	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	44	14	58
Employes	30	8	38
Others	3	29	32
Total	77	51	128

EMPLOYES.

Average number of persons employed (including officials) during year	3,576
Aggregate amount of salaries and wages paid them	$1,899,968 27

Officers of the Company.

Name.	*Title.*	*Official Address.*
AUSTIN CORBIN	President	192 Broadway, New York city.
CHARLES M. PRATT	Vice-President	192 Broadway, New York city.
GEO. S. EDGELL	Treasurer	192 Broadway, New York city.
E. B. HINSDALE	Secretary	192 Broadway, New York city.
D. S. VOORHEES	Assistant Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
CHARLES M. PRATT	Brooklyn, N. Y.
J. G. K. DUER	Southampton, N. Y.
WM. B. KENDALL	Brooklyn, N. Y.
JOHN P. TOWNSEND	New York city.
J. D. CAMPBELL	Jenkentown, Pa.
DANIEL LORD	New York city.
FRANK L. BABBOTT	Brooklyn, N. Y.
GEORGE S. EDGELL	New York city.
E. R. REYNOLDS	New York city.
W. B. DICKERMAN	Mamaroneck, N. Y.
DUMONT CLARKE	Schrallenburgh, N. J.
ANDREW R. CULVER	Brooklyn, N. Y.

Title of company, The Long Island Railroad Company.
General offices at Jamaica, N. Y.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, second Tuesday in April.
For information concerning this report, address J. Carlsen, Auditor, Long Island City, N. Y.

MAHOPAC FALLS.

LESSOR.

LESSEE—NEW YORK AND PUTNAM.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, March 8, 1884.)

Organized under the General Railroad Law.

Constructed and operated in 1884 from Baldwin Place to the Mahopac Mines, Putnam county, N. Y.

Operated under contract until December 31, 1893, by the New York and Northern Railway Company.

Operated since January 1, 1894, as a branch of the New York and Putnam railroad by the New York Central and Hudson River Railroad Company, lessee.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,000	$100,000	.....
Issued for actual cash	500	$50,000	$50,000
Issued on account of construction	500	50,000	.....
Total now outstanding	1,000	$100,000	$50,000

Cost of Road.	Total cost up to June 30, 1894.
Grading, masonry and ballast	$23,439 60
Bridges	2,745 33
Rails	27,898 76
Land	18,000 00
Land damages	23,337 68
Passenger and freight stations	1,393 50
Engineering expenses	3,151 58
Purchase of constructed road	216 00
Total cost of road	$100,112 50

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz:		
Rents		$110 65
Dividends from receiver of Marine Bank		44 84
		$155 49
Deductions from income, as follows, viz.:		
Taxes	$44 81	
Miscellaneous expenses	437 62	
		482 43
Deficit for year ending June 30, 1894		$326 94

General Income Account.

Deficit for year ending June 30, 1894	$326 94
Surplus up to June 30, 1893	439 44
Total surplus June 30, 1894	$112 50

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$100,112 50

LIABILITIES.

Capital stock	$100,000 00
Profit and loss (surplus)	112 50
	$100,112 50

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Baldwin Place to Mahopac Mines, single track	4.05
Sidings and turnouts on main line	.15
Grand total of tracks, sidings and turnouts	4.20
Laid with steel rails, main line	4.05

Gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLIAM F. BUCKLEY	President	69 Wall street, New York city.
HENRI M. BRAEM	Treasurer	69 Wall street, New York city.
LORENZO M. GILLET	Secretary	69 Wall street, New York city.

Directors of the Company.

Name.	*Residence.*
WILLIAM F. BUCKLEY	New York city.
HENRI M. BRAEM	New York city.
LORENZO M. GILLET	New York city.
ARTHUR F. WENLT	New York city.
CALVIN LITTLEFIELD	New York city.
L. V. G. AMNIDSEN	Plainfield, N. J.

Title of company, Mahopac Falls Railway Company.
General offices at 69 Wall street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuseday in March.
For information concerning this report, address J. Carstensen, Comptroller.

MALONE AND ST. LAWRENCE.

LESSOR.

LESSEE—CENTRAL VERMONT

(Date of organization, September 11, 1891.)

For eight months ending February 28, 1894.

The Malone and St Lawrence Railway Company was organized under the laws of the State of New York, September 11, 1891, and leased to the Central Vermont Railroad Company.

On March 1, 1894, William Seward Webb assumed that portion of the lease which provides for the guarantee of the principal and interest of the first mortgage bonds. It has been operated since this latter date on his behalf by the New York Central and Hudson River Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares	Total par value
Authorized by law or charter, issued for actual cash on account of construction, and now outstanding	2,400	$240,000

Number of stockholders 17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p.c.			
First mortgage bonds.....	July 1, 1892	100	5	March 1, Sept. 1	$240,000	$240,000

Cost of Road.

Total cost of road up to June 30, 1894 ..... $480,000 00

Income Account for Eight Months Ending February 28, 1894.

Income from all sources, as follows, viz.:

Central Vermont Railroad Company, payment under terms of lease..... $8,000 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued 8,000 00

General Balance Sheet, February 28, 1894.

ASSETS.

Cost of road $480,000 00

LIABILITIES.

Capital stock..... $240,000 00
Funded debt..... 240,000 00

$480,000 00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Malone to International boundary line, single track...	12
Laid with steel rail, main line.....	12

Officers of the Company.

Name.	*Title.*	*Official Address.*
W. SEWARD WEBB.....	President.....	New York city.
FRANK G. SMITH	Secretary and Treasurer.....	New York city.

Directors of the Company.

Name.	*Residence.*
J. K. TAYLOR	New York city.
D. B. BROWN	New York city.
C. R. WAGER	New York city.
C. E. TAYLOR	New York city.
F. G. SMITH.....	New York city.
C. C. HUGHES.....	New York city.
C. R. LINCOLN	New York city.
H. L. SPRAGUE.....	New York city.
MORGAN WILSON	New York city.

Title of company, Malone and Saint Lawrence Railway Company.
General offices at 51 East 44th street, New York city.
Date of close of fiscal year, June 30.
For information concerning this report, address Frank G. Smith, Treasurer.

MALONE AND ST. LAWRENCE.

WILLIAM SEWARD WEBB, LESSEE.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of organization, September 11, 1891.)

Report of operations for four months ending June 30, 1894.

The Malone and St. Lawrence Railway Company was organized under the laws of the State of New York on September 11, 1891.

The railroad of this company is operated by the New York Central and Hudson River Railroad Company on behalf of Wm Seward Webb, who, upon the surrender of the lease under which the road had been operated by the Central Vermont Railroad Company (and which surrender took effect March 1, 1894) assumed that portion of it which provides for the guarantee of the principal and interest of the first mortgage bonds

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Amount authorized by law or charter, issued for actual cash and on account of construction and now outstanding.....	2,400	$240,000 00

Number of stockholders..... 17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage bond....	July 1, 1892	100	p c. 5	Mar. 1 & Sept. 1	$240,000 00	$240,000 00

Cost of Road.

Total cost of road up to June 30, 1894..... $480,000 00

Income Account for Four Months Ending June 30, 1894.

Gross earnings from operation.....		$3,795 06
Less operating expenses (excluding all taxes).....		3,330 41
Net earnings from operation.....		$464 65
Income from other sources, as follows, viz.:		
From lease of road for application to interest on first mortgage bonds.....		4,000 00
Gross income from all sources.....		$4,464 65
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	$4,000 00	
Taxes on property used in operation of road.....	28 98	
Taxes on earnings and capital stock.....	11 52	
Other deductions.....	194 07	
		4,234 57
Surplus June 30, 1894.....		$230 08

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total
Freight, through	$2,134 99			
Freight, local	270 53	.....	$2,405 52	$2,405 52
Passengers, through	$579 91			
Passengers, local	798 83	$1,378 74	.....	1,378 74
Miscellaneous, as follows, viz.:				
Express baggage		10 80	.....	10 80
Total gross earnings		$1,389 54	$2,405 52	$3,795 06

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed	$595 86	$397 24	$993 10
Repairs of fences	2 70	1 80	4 50
Total	$598 56	$399 04	$997 60
Maintenance of equipment:			
Repairs of locomotives	.....	$25 98	$25 98
Repairs of cars	$5 89	30 61	36 50
Repairs of machinery and tools	10 89	7 26	18 15
Total	$16 78	$63 85	$80 63
Conducting transportation:			
Wages of conductor and men	$82 37	$156 19	$238 56
Wages of engineers and firemen	198 10	220 31	418 41
Fuel for locomotives	323 73	215 97	539 70
Oil and waste	80	29 12	29 92
Water supply	.....	1 86	1 86
Other train supplies or expenses	.....	14 03	14 03
Wages of station agents and clerks	69 60	56 40	126 00
Other expenses for conducting transportation	.....	176 06	176 06
Total	$674 60	$869 93	$1,544 53
General expenses:			
Salaries of general officers and clerks	.....	$75 00	$75 00
Stationery and printing	$62 84	58 59	121 43
Mileage of cars of other companies (debit balance)	.....	511 22	511 22
Total	$62 84	$644 81	$707 65
Grand total operating expenses	$1,352 78	$1,977 63	$3,330 41

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$480,000 00
Current assets, as follows, viz.:		
Cash on hand	$1,493 82	
Due by agents	10,500 07	
Sundries	6,921 59	
		18,915 48
		$498,915 48

LIABILITIES.

Capital stock		$240,000 00
Funded debt		240,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$4,000 00	
Audited vouchers and pay rolls	6,163 12	
Sundries	8,522 28	
		18,685 40
Profit and loss (surplus)		230 08
		$498,915 48

Traffic and Mileage Statistics.

ITEM.	Through	Local.	Total.
Number of passengers carried	1,170	1,321	2,491
Number of passengers carried one mile	28,498	18,417	46,915
Number of tons of freight carried	5,481	237	5,718
Number of tons of freight carried one mile	222,083	3,914	225,998
Passenger train mileage	.....	.....	2,495
All other train mileage	.....	.....	3,098
Total train mileage	.....	.....	5,593

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$1,389 54	$1,352 78	$36 76
Average per passenger carried	558	544	014
Average per passenger per mile	02961	02883	00078
Average per passenger train per mile	558	544	014
Freight earnings and expenses (including miscellaneous earnings)	2,405 52	1,977 63	427 89
Average per ton of freight carried	42067	3458	0748
Average per ton of freight per mile	01064	0087	0019

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	2.035	4.338	2.989
Average rate received per mile per ton for carrying freight, all classes	.961	6.912	10.064

*** Description of Road and Equipment.**

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Malone Junction to International boundary line, single track	12
Laid with steel rail, main line	12

Gauge of track, 4 feet 8½ inches.

The Blue Line, Canadian Pacific, Great Eastern Line, Merchants' Despatch Transportation Company, National Despatch Line, Red Line and White Line run over the lines of this road.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	31	.53
Grain	33	.58
Meats and provisions	20	.35
Live stock	18	.32
Lumber	1,651	28.87
Pig and bar iron and steel	5	.08
Coal and coke	6	.11
Petroleum and other oils	5	.09
All other manufactures	684	11.97
All other merchandise	345	6.04
All other agricultural products	2,795	48.87
All other articles not included above	125	2.19
Total	5,718	100

* Operated by equipment of the New York Central and Hudson River Railroad Company and the Mohawk and Malone Railroad Company.

Average number of persons employed (including officials) during four months.	18
Aggregate amount of salaries and wages paid them	$1,404 80

Officers of the Company.

Name.	*Title.*	*Official Address.*
W. SEWARD WEBB	President	New York city.
FRANK G. SMITH	Secretary and Treasurer	New York city.
HENRY L. SPRAGUE	General Counsel	New York city.

Directors of the Company.

Name.	*Residence.*
J. K. TAYLOR	New York city.
D. B. BROWN	New York city.
C. R. WAGER	New York city.
C. E. TAYLOR	New York city.
F. G. SMITH	New York city.
C. C. HUGHES	New York city.
H. L. SPRAGUE	New York city.
MORGAN WILSON	New York city.
JAMES EGAN	New York city.

Title of company, Malone and St. Lawrence Railway Company.
General offices at 51 East 44th street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in March.
For information concerning this report, address Frank G. Smith, Secretary and Treasurer.

MARINE.

(Date of charter, February 27, 1878.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	500	$50,000 00

Number of stockholders	8

Cost of Road and Equipment.

Total cost of road up to June 30, 1894	$69,514 11
Total cost of equipment	21,327 52
Grand total cost of road and equipment	$90,841 63

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$8,487 80
Less operating expenses (excluding all taxes)		10,435 86
Net loss from operation		$1,948 04
Deductions from income, as follows, viz.:		
Rentals	$825 00	
Taxes on earnings and capital stock	54 44	
		879 44
Deficit for year ending June 30, 1894		$2,827 48

General Income Account.

Deficit for year ending June 30, 1894	$2,837 49
Surplus up to June 30, 1893	22,042 22
Total surplus June 30, 1894	$19,204 73

DETAILED STATEMENT OF RENTALS.

The Brighton Beach Improvement Co. (Limited)	$825 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, through	$8,487 82

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadbed	$170 92
Repairs of bridges (including culverts and cattle guards)	1,827 57
Repairs of stations, shops, docks, etc	668 54
Total	$2,667 03
Maintenance of equipment:	
Repairs of locomotives	$122 87
Repairs of cars	180 27
Other expenses for maintenance of equipment	1 82
Total	$304 96
Conducting transportation:	
Wages of conductors and men	$469 42
Wages of engineers and firemen	844 67
Fuel for locomotives	709 59
Oil and waste	9 64
Wages of station agents and clerks	448 36
Wages for labor at stations	21 99
Station supplies	112 72
Wages of watchmen, flagmen and switchmen	842 55
Total	$3,458 94
General expenses:	
Stationery and printing	$85 86
Telegraph maintenance and operation	90 00
Other general expenses	3,629 07
Total	$3,804 93
Grand total operating expenses	$10,435 86

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$69,514 11
Cost of equipment	21,337 52
Current assets, as follows, viz.:	
Open accounts	1,555 93
	$92,407 56

LIABILITIES.

Capital stock	$50,000 00
Current liabilities, as follows, viz.:	
Open accounts	23,202 84
Profit and loss (surplus)	19,204 72
	$92,407 56

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.	
	Through.	Total.
Number of passengers carried	339,513	339,513

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$8,487 82	$10,435 86	$1,948 04
Average per passenger carried	0250	0307	0057

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Manhattan Beach to Brighton Beach	.396
Second track on main line	.396
Sidings and turnouts on main line	.036
Grand total of tracks, sidings and turnouts	.688

Average life of ties, 5 years; weight of rails per yard — steel, 62½ lbs.; gauge of track, 4 feet 8½ inches; ballasted with cinders.

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	$7,050	64,900	16⅔	2	2
Open excursion cars	4	$1,600	32,500	16⅔	4	4

Passenger cars equipped with vacuum brakes and Miller car coupler.
Lorenz switches in use on entire line.

Miscellaneous Statistics.

Cars are open excursion passenger cars, and are lighted by Adams & Westlake kerosene center lamps.

EMPLOYES.

Average number of persons employed (including officials) during year	16
Aggregate amount of salaries and wages paid them	$3,140 66

Officers of the Company.

Name.	*Title.*	*Official Address.*
AUSTIN CORBIN	President	192 Broadway, New York city.
E. R. REYNOLDS	Vice-President	192 Broadway, New York city.
GEORGE S. EDGELL	Treasurer	192 Broadway, New York city.
D. S. VOORHEES	Secretary and Asst. Treas.	192 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
E. R. REYNOLDS	New York city.
J. R. MAXWELL	Brooklyn, N. Y.
H. W. MAXWELL	New York city.
GEORGE S. EDGELL	New York city.
D. S. VOORHEES	Woodbridge, N. J.
C. M. REYNOLDS	New York city.

Title of company, The Marine Railway Company.
General offices at 192 Broadway, New York city.
Date of close of fiscal year June 30.
Date of stockholders' annual meeting, second Tuesday in December.
For information concerning this report, address D. S. Voorhees, Secretary.

MECHANICVILLE AND FORT EDWARD.

This corporation is reported as defunct, with its charter abandoned.—*R. R. Commissioners.*

MIDDLEBURGH AND SCHOHARIE RAILROAD.

(Date of charter, May 8, 1867.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Par value.	
Authorized by law or charter	1,000	$100,000	.....
Issued for actual cash and now outstanding	870	$87,000	$87,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
Mortgage bonds, first issue	1869	2	6	Feb. & Aug.	$10,000	$10,000	$10,000
Mortgage bds, second issue	1870	2	6	April & Oct.	10,000	8,000	6,500
Total	.....	....	....	.....	$20,000	$18,000	$16,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Passenger and freight stations	.....	$4,000 00
Engine and car houses	.....	800 00
Shops, machinery and tools	.....	75 00
Road built by contract	.....	92,000 00
Telegraph line	$125 00	125 00
Total cost of road	$125 00	$95,000 00
EQUIPMENT.		
Locomotives	.....	$4,500 00
Passenger cars	.....	4,000 00
Freight and other cars	.....	75 00
Total cost of equipment	.....	$8,575 00
Grand total cost of road and equipment	$125 00	$103,575 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$11,691 88
Less operating expenses (excluding all taxes)		8,581 00
Gross income from all sources		$3,110 88
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$900 00	
Taxes on property used in operation of road	383 48	
Taxes on earnings and capital stock	68 82	
Taxes other than above	26 55	
		1,378 85
Surplus for year ending June 30, 1894		$1,731 98

General Income Account.

Surplus for year ending June 30, 1894	$1,731 98
Surplus up to June 30, 1893	3,585 68
Total surplus June 30, 1894	$5,317 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight all local	.....	$5,841 22	$5,841 22
Passengers, all local	$4,806 35	.....	4,806 35
Mail	289 48	.....	289 48
Express	534 78	.....	534 78
Miscellaneous, as follows, viz.:			
Rentals	220 00	.....	220 00
Total gross earnings	$5,850 61	$5,841 22	$11,691 88

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of tracks	$925 00	$925 00	$1,850 00
Repairs of roadbed	960 00	960 00	1,920 00
Repairs of fences	27 50	27 50	55 00
Other expenses for maintenance of way and structures	128 00	128 00	256 00
Total	$2,040 50	$2,040 50	$4,081 00

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$22 50	$22 50	$45 00
Repairs of cars	32 00	.....	32 00
Other expenses for maintenance of equipment	51 00	51 00	102 00
Total	$105 50	$73 50	$179 00
Conducting transportation:			
Wages of conductors and men	$216 00	$216 00	$432 00
Wages of engineers and firemen	225 00	225 00	450 00
Fuel for locomotives	488 00	488 00	976 00
Oil and waste	36 00	36 00	72 00
Water supply	62 00	62 00	124 00
Wages of station agents and clerks	300 00	300 00	600 00
Wages for labor at stations	.....	28 00	28 00
Station supplies	22 00	22 00	44 00
Wages of watchmen, flagmen and switchmen	91 25	91 25	182 50
Other expenses for conducting transportation	162 00	162 00	324 00
Total	$1,602 25	$1,630 25	$3,232 50
General expenses:			
Salaries of general officers and clerks	$200 00	$200 00	$400 00
General office expenses and supplies	18 00	18 00	36 00
Stationery and printing	14 20	30 00	44 20
Legal expenses	250 00	.....	250 00
Mileage of cars of other companies (debit balance)	.....	98 30	98 30
Other general expenses	130 00	130 00	260 00
Total	$612 20	$476 30	$1,088 50
Grand total operating expenses	$4,360 45	$4,220 55	$8,581 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$95,600 00
Cost of equipment		8,575 00
Current assets, as follows, viz.:		
Cash on hand	$5,289 18	
Due by agents	450 00	
Open accounts	660 49	
Materials and supplies	775 00	
		7,173 67
		$110,748 67

LIABILITIES.

Capital stock	$87,000 00
Funded debt	18,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	431 01
Profit and loss (surplus)	5,317 66
	$110,748 67

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	15,378
Number of passengers carried one mile	80,528
Number of tons of freight carried	5,800
Number of tons of freight carried one mile	30,935
Passenger train mileage	11,000

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	$5,850 61	$4,360 45	$1,490 16
Average per passenger carried	38	28	10
Average per passenger per mile	07	05	02
Freight earnings and expenses (including miscellaneous earnings)	5,841 22	4,220 55	1,620 67
Average per ton of freight carried	1 00	72	28
Average per ton of freight per mile.....	18	13	05

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	5
Average rate received per mile per ton for carrying freight, all classes.....	18

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Middleburgh to Schoharie C. H , single track.....	5.33
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts	6.33
Laid with steel rail, main line.....	5
Laid with iron rail, main line	.33

Average life of rails—iron, 17 years; weight of rails per yard—steel, 56 lbs.; iron, 45 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate Length.
		Feet.
Wooden trestles.....	2	100

EQUIPMENT.	Number owned.	Total number.	Average cost of each.	Maximum weight of each in pounds.
Locomotives, 2 drivers.....	1	1	$5,000	34,000
First class passenger cars.....	1	1	.....	.....
Service cars.....	1	1	.....	.....

Chain brake, link and bolt couplers and straight lever switches are used on the road.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Telegraph owned by company, miles	5.38
Total assessed value of real estate and personal property of company	$39,600 00
Highway crossings at grade without protection	3

Passenger cars are heated by stoves, lighted by kerosene oil lamps, and ventilated in the usual way

National Express Company operates over road at twelve cents per hundred pounds.

United States government pays for transportation of mails $75.37 per quarter year.

Description of Freight Moved.

Item.	Tonnage.
Flour	150
Grain	210
Meats and provisions	5
Lumber	100
Coal and coke	2,500
Petroleum and other oils	20
All other manufactures	60
All other merchandise	2,200
All other agricultural products	350
All other articles not included above	125
Total	5,500

Employes.

Average number of persons employed (including officials) during year	18
Aggregate amount of salaries and wages paid them	$8,000

Officers of the Company.

Name.	*Title.*	*Official Address.*
G. N. Frisbie	President	Middleburgh, N. Y.
D. Beekman	Vice-President	Middleburgh, N. Y.
G. L. Danforth	Treasurer	Middleburgh, N. Y.
D. D. Frisbie	Secretary	Middleburgh, N. Y.

Directors of the Company.

Name.	*Residence.*
G. N. Frisbie	Middleburgh, N. Y.
Duryed Bakkman	Middleburgh, N. Y.
G. L Danforth	Middleburgh, N. Y.
D. D Frisbie	Middleburgh, N. Y.
W. H Engle	Middleburgh, N. Y.
Dow Beekman	Middleburgh, N. Y.
A J. Beemyer	Middleburgh, N. Y.
H A. Vroman	Middleburgh, N. Y.
W. E. Thorne	Middleburgh, N Y.
N. Manning	Middleburgh, N. Y.
W. E Bassler	Middleburgh, N. Y.
Wm. H. Neville	Middleburgh, N. Y.
P. S. Haines	Fultonham, N. Y.

Title of company, Middleburgh and Schoharie Railroad Company.

General offices at Middleburgh, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Monday in March.

For information concerning this report, address G. L. Danforth, Treasurer.

MIDDLESEX VALLEY.

(Date of charter, May 11, 1892.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and on account of construction and now outstanding	5,000	$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	Nov. 1, 1892	50	p c 5	May 1 & Nov. 1	$600,000	$440,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$320 00	$31,036 00
Bridges	.....	8,400 00
Superstructure (including ties)	.....	30,000 00
Rails	.....	80,735 00
Fences	.....	11,264 00
Passenger and freight stations	.....	4,600 00
Engine and car houses	700 00	1,100 00
Fuel and water stations	300 00	3,800 00
Engineering expenses	.....	8,000 00
Purchase of constructed road and equipment	.....	771,404 52
Repairs machinery used by contractors	500 00	500 00
Side tracks	330 06	330 06
Total cost of road	$2,180 06	$946,169 58
Grand total cost of road and equipment	.....	$946,169 58

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$25,981 81
Less operating expenses (excluding all taxes)	19,398 35
Gross income from all sources	$6,583 46
Deductions from income, as follows, viz:	
Taxes on property used in operation of road	601 84
Surplus for year ending June 30, 1894	$5,981 62

General Income Account.

Surplus for year ending June 30, 1894	$5,981 62
Surplus up to June 30, 1893	8,185 05
Total surplus June 30, 1894	$14,166 67

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, all local			$15,642 95	$15,642 95
Passengers, all local		$7,996 39		7,996 39
Mail		1,272 89		1,272 89
Express		695 87		695 87
Miscellaneous, as follows, viz.:				
Excess baggage	$37 36			
Telegraph company	146 34			
Rentals	27 00			
Interest	163 01			
		373 71		373 71
Total gross earnings		$10,338 86	$15,642 95	$25,981 81

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track and roadbed	$1,694 50	$2,541 76	$4,236 26
Repairs of bridges (including culverts and cattle guards)	60 20	50 00	110 20
Repairs of fences	34 29	30 00	64 29
Other expenses for maintenance of way and structures	50 03	43 00	93 03
Total	$1,839 02	$2,664 76	$4,503 78
Maintenance of equipment:			
Repairs of locomotives	$550 62	$426 00	$976 62
Repairs of cars	191 21	41 00	232 21
Repairs of machinery and tools	10 40	8 25	18 65
Total	$752 23	$475 25	$1,227 48
Conducting transportation:			
Wages of conductor and men	$1,070 56	$713 71	$1,784 27
Wages of engineers and firemen	1,064 44	709 64	1,774 08
Fuel for locomotives	1,742 77	1,161 85	2,904 62
Oil and waste	99 70	66 47	166 17
Other train supplies or expenses	103 35	34 45	137 80
Wages of station agents and clerks	1,356 92	2,035 38	3,392 30
Station supplies	69 05	103 56	172 61
Other expenses for conducting transportation		22 25	22 25
Total	$5,506 79	$4,847 31	$10,354 10
General expenses:			
Salaries of general officers and clerks	$895 41	$1,343 11	$2,238 52
General office expenses and supplies	22 76	34 14	56 90
Stationery and printing	237 04	355 56	592 60
Legal expenses		26 25	26 25
Damage to cattle and property	25 00		25 00
Other general expenses	149 45	224 27	373 72
Total	$1,329 66	$1,983 33	$3,312 99
Grand total operating expenses	$9,427 70	$9,970 65	$19,398 35

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$946,169 58
Current assets, as follows, viz.:	
Cash on hand	225 32
Bills receivable	1,914 20
Due by agents	481 41
Open accounts	17,926 26
Materials and supplies	1,044 97
	$968,463 75

LIABILITIES.

Capital stock	$500,000 00
Funded debt	440,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	1,123 84
Open accounts	10,673 94
Bills payable	2,500 00
Profit and loss (surplus)	14,166 67
	$968,463 75

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	23,319
Number of passengers carried one mile	278,694
Number of tons of freight carried	20,698
Number of tons of freight carried one mile	969,075
Passenger train mileage	13,756
Freight train mileage	2,156
All other train mileage	13,728
Total train mileage	29,640

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$10,338 86	$9,427 70	$911 16
Average per passenger carried	443	404	039
Average per passenger per mile	037	033	004
Average per passenger per train per mile	874	312	562
Freight earnings and expenses (including miscellaneous earnings)	15,642 95	9,970 65	5,672 30
Average per ton of freight carried	7·5	482	273
Average per ton of freight per mile	034	022	012
Average freight train per mile	1 366	823	543

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	3
Average rate received per mile, per ton, for carrying freight, all classes	3

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Naples to Stanley, single track	21.92
Sidings and turnouts on main line	1.23
Grand total of tracks, sidings and turnouts	23.15

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	1	87
Wooden trestles	40	1,121
Total	41	1,208

EQUIPMENT.	Number owned	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	2	2	.....
First class passenger cars	2	2	2	2
Baggage, mail and express cars	1	1	1	1
Total	3	3	3	3
Box freight cars	2	2	.....	.....
Flat freight cars	3	3	.....	.....
Total	5	5	.....	.....

Passenger cars are equipped with Westinghouse air brake. Freight cars are equipped with hand brake, and split switches in use on all tracks.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation, personal	$7,000 00
Railroads crossing road at grade	1
Highway crossings at grade without protection	24
Highway crossings over or under grade	2

Passenger cars are heated by coal stoves in end of cars, lighted by kerosene lamps, and ventilated by movable sash in deck and transom over doors.

Adams Express Co runs over line at 20 cents per hundred pounds freight carried; $15 per month messenger service; 10 per cent. commission on all business.

The railroad company uses cars of various companies and pays mileage as per agreement.

Amount of mail ascertained by weights furnished by Post-Office Department.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	123
Grain	1,381
Hay	2,576
Live stock	372
Lumber	1,370
Fruits and vegetables	7,315
Coal and coke	4,998
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	1,209
All other merchandise	248
All other agricultural products	320
All other articles not included above	391
Total	20,698

NUMBER OF ACCIDENTS.

	Injured	Total.
Employes	8	8

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHAS. W. DRAKE	President	32 Nassau st., New York city.
LATHROP R. BACON	Vice-President	34 Wall st., New York city.
CLARENCE H. WILDES	Secretary and Treasurer	34 Wall st., New York city.
*W. W. ATWOOD	Manager	Naples, N. Y.
P. A. OWEN	Auditor	Naples, N. Y.
S. G. GANO	Engineer	Geneva, N. Y.
J. HENRY METCALF	Counsel	Canandaigua, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES W. DRAKE	New York city.
FRANK R. LAWRENCE	New York city.
A. H. CALEF	New York city.
CLARENCE H. WILDES	Riverdale, N. Y.
LATHROP R. BACON	New York city
J. H. DRAKE	Middletown, N. Y.
W. D. STRATTON	Middletown, N. Y.
R. R. CONKLIN	New York city.
FRANK B. MERRILL	Canandaigua, N. Y.

Title of company, Middlesex Valley Railroad Company.
General offices at Naples, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address W. W. Atwood, Manager.

MIDDLETOWN AND CRAWFORD.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 8, 1868.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$250,000	.....
Issued for actual cash and now outstanding	2,444	122,200	$122,200

Number of stockholders 73

* In charge of freight and passenger departments.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c				
First mortgage	April 1, 1871	20	7	April & Oct.	$100,000	.....	.....
extended	April 1, 1891	30	4½	.....	.....	$66,000	$66,000

Cost of Road.

	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$54,328 96
Bridges	1,030 15
Superstructure (including ties)	47,617 56
Rails	55,651 28
Land	8,959 16
Fences	9,768 00
Passenger and freight stations	5,258 85
Engine and car houses	3,817 08
Engineering expenses	6,223 37
Telegraph line	559 70
Total cost of road	$ 93,354 11

Income Account for Year Ending June 30, 1894.

Gross income from all sources, as follows, viz.:	
Income from rent of road	$10,500 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	2,970 00
Net income from all sources	$7,530 00
Payments from net income, as follows, viz.:	
Dividends declared, 6 per cent. on $122,200 common stock	7,332 00
Surplus for year ending June 30, 1894	$198 00

General Income Account.

Surplus for year ending June 30, 1894	$198 00
Surplus up to June 30, 1893	9,524 63
Total surplus June 30, 1894	$9,72[illegible] 63

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$93,354 11
Current assets, as follows, viz.:		
Cash on hand	$64 00	
Open accounts	6,603 52	
		6,667 52
		$200,021 63

LIABILITIES.

Capital stock		$122,200 00
Funded debt		66,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$2,040 75	
Dividends unpaid	58 25	
		2,099 00
Profit and loss (surplus)		9,722 63
		$200,021 63

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized, from from Crawford Junction to Pine Bush, single track..	10.220
Sidings and turnouts on main line	.627
Grand total of tracks, sidings and turnouts	10.847
Laid with steel rail, main line	10.220

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN KING	President	P. O. Box 839, New York city.
ALBERT BULL	Vice-President	Middletown, N. Y.
A. R. MACDONOUGH	Secretary	P. O. Box 839, New York city.
EDWARD WHITE	Treasurer	P. O. Box 839, New York city.

Directors of the Company.

Name.	*Residence.*
JOHN KING	New York city.
ALBERT BULL	Middletown, N. Y.
R. M. CROSBY	Middletown, N. Y.
W. L. STRONG	New York city.
E. B. THOMAS	New York city.
A. R. MACDONOUGH	New York city.
ANDREW DONALDSON	New York city.

Title of company, Middletown and Crawford Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Tuesday in December.
For information concerning this report, address A. R. Macdonough, Secretary.

MIDDLETOWN, UNIONVILLE AND WATER GAP.

OPERATED BY NEW YORK, SUSQUEHANNA AND WESTERN.

(Date of charter, May 25, 1866.)

For history of organization, etc., see Report of 1883.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	6,000	$300,000
Issued for actual cash and now outstanding	2,997	149,850

Number of stockholders 110

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p.c.			
*First mortgage	Nov. 1, 1866	20	5	May and Nov.	$225,000	$150,000
Second mortgage	Dec. 1, 1871	25	5	June and Dec.	400,000	250,000
Total					$625,000	$400,000

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$113,221 96
Bridges	12,180 30
Rails	164,546 96
Land damages	35,942 89
Passenger and freight stations	16,257 88
Engine and car houses	660 84
Engineering expenses	7,565 64
Total cost of road	$350,476 47

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$50,973 81
Less operating expenses (excluding all taxes)		29,416 50
Net earnings from operation		$21,557 31
Income from other sources, as follows, viz.:		
Rents, less expense		164 48
Gross income from all sources		$21,721 79
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$20,060 00	
Taxes on property used in operation of road	2,012 41	
Taxes on earnings and capital stock	283 55	
Taxes other than above	51 66	
		22,347 62
Deficit for year ending June 30, 1894		$625 83

General Income Account.

Deficit for year ending June 30, 1894	$625 83
Deficit up to June 30, 1893	278,957 67
Total deficit June 30, 1894	$279,583 50

*The first mortgage bonds matured November 1, 1866, and were extended for twenty-five years from that date at five per cent. interest per annum.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$38,919 00			
Freight, local	892 02	.....	$39,811 02	$39,811 02
Passengers, through	$7,666 01			
Passengers, local	472 97	$8,138 98	.....	8,138 98
Mail		1,908 84	.....	1,908 84
Express		1,814 97	.....	1,814 97
Total gross earnings		$11,162 79	$39,811 02	$50,973 81

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$2,186 44	$1,794 69	$3,981 13
Repairs of roadbed	2,368 34	1,944 01	4,312 35
Repairs of bridges (including culverts and cattle guards)	1,032 84	847 78	1,880 62
Repairs of stations, shops, docks, etc.	269 17	104 22	373 39
Repairs of fences	73 96	60 70	134 66
Other expenses for maintenance of way and structures	11 18	9 18	20 36
Total	$5,941 93	$4,760 58	$10,702 51
Conducting transportation:			
Wages of conductors and men	$1,571 79	$1,290 17	$2,861 96
Wages of engineers and firemen, fuel for locomotives, and oil and waste	4,529 93	3,718 31	8,248 24
Wages of station agents and clerks	2,803 09	2,300 87	5,103 96
Total	$8,904 81	$7,309 35	$16,214 16
General expenses:			
Outside agencies and advertising	$1 51	$1 24	$2 75
Mileage of cars of other companies (debit balance)	1,531 30	940 08	2,471 38
Other general expenses	14 14	11 61	25 75
Total	$1,546 95	$952 88	$2,499 83
Grand total operating expenses	$16,393 69	$13,022 81	$29,416 50

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$350,476 47
Current assets, as follows, viz.:		
Cash on hand		373 69
Profit and loss (deficiency)		279,583 59
		$630,433 97

LIABILITIES.

Capital stock		$149,850 00
Funded debt		400,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$373 60	
Loans and bills payable	80,209 97	
		80,583 97
		$630,433 97

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	36,076	4,002	40,078
Number of passengers carried one mile	348,074	15,548	363,622
Number of tons of freight carried	92,762	3,956	96,718
Number of tons of freight carried one mile	906,268	12,155	918,423
Passenger train mileage	.....	.....	17,808
Freight train mileage	.....	.....	9,422
All other train mileage	.....	.....	9,490
Total train mileage	.....	.....	36,715

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$11,162 79	$16,393 69	$5,230 90
Average per passenger carried	2785	4090	1305
Average per passenger per mile	0307	0451	0144
Average per passenger train per mile	5533	8125	2592
			Profit.
Freight earnings and expenses (including miscellaneous earnings)	39,811 02	13,022 81	26,788 21
Average per ton of freight carried	4116	1346	2770
Average per ton of freight per mile	0433	0142	0291
Average per freight train per mile	24069	7873	16196

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents	Cents	Cents.
Average rate received per mile for carrying passengers, all classes	2.20	3.04	2.24
Average rate received per mile per ton for carrying freight, all classes	4.2944	7.3389	4.335

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Middletown, N. Y., to Unionville, N. Y, single track	13.90
Sidings and turnouts on main line	2.24
Total of tracks, sidings and turnouts	16.14
Laid with steel rail, main line	13.90

Average life of rails — steel, 15 years; average life of ties, 7 years; weight of rails per yard — steel, 60 lbs.; gauge of track, 4 feet 9 inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	4	239

Westinghouse brake and Miller couplers on all passenger cars. No train brake on freight cars.

Smillie, Gould and Hinson automatic couplers on some of the freight cars.

Double point switches in use on entire line.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Railroads crossing over or under grade	1
Highway crossings at grade without protection	15

Passenger cars are heated by steam and Baker hot water heater, lighted with frost light, and 300 degrees oil, and ventilated by deck sash.

National Express Company runs over this line.

The United States government pay for transportation of mails $93 20 per mile, since July 1, 1898.

Description of Freight Moved.

Item.	Tonnage.	Per cent.
Flour	507	.54
Grain	816	.86
Meats and provisions	30	.03
Live stock	20	.02
Lumber	5,109	5.28
Pig and bar iron and steel	188	.19
Coal and coke	24,397	25.23
Petroleum and other oils	1,646	1.70
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	1,582	1.64
All other manufactures	2,437	2.52
All other merchandise	982	1.02
All other agricultural products	11,015	11.35
All other articles not included above	47,989	49.62
Total	96,718	100

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES M. HARTSHORNE	Vice-President	15 Cortlandt st., New York city.
JOHN P. RAFFERTY	Secretary and Treasurer	15 Cortlandt st., New York city.

Directors of the Company.

Name.	*Residence.*
H. LAWRENCE, Jr.	New York city.
SIMON BORG	New York city.
STEPHEN V. WHITE	New York city.
CHARLES MINZESHEIMER	New York city.
CORNELIUS T. DEMAREST	New York city.
R. K. DOW	New York city.
JAMES M. HARTSHORNE	New York city.
GARRETT A. HOBART	New York city.
JOHN P RAFFERTY	New York city.
CHARLES V. WARE	New York city.
I. I. DEMAREST	New York city.
FREDERIC P. MOORE	New York city.

Title of company, Middletown, Unionville and Water Gap Railroad Company.
General offices at 15 Cortlandt st., New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Monday in May.
For information concerning this report, address J. P. Rafferty, Treasurer.

MOHAWK AND MALONE.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of organization, June 22, 1892.)

The Mohawk and Malone Railway Company, organized June 22, 1892, by the consolidation of the Herkimer, Newport and Poland railroad, the Herkimer, Newport and Poland Extension railroad, and the St. Lawrence and Adirondack railroad, and leased to the New York Central and Hudson River Railroad Company May 1, 1893, during the term of its corporate existence, the consideration being a guarantee of the principal and interest of four per cent. first mortgage bonds not exceeding $2,500,000.

The Herkimer, Newport and Poland railroad was chartered June 19, 1880, as a narrow gauge railroad. Under authority of the Legislature passed March 16, 1891 (Chapter 78 of the Laws of 1891, of the State of New York), the gauge was changed to standard.

The Herkimer, Newport and Poland Extension railroad, between Poland and Remsen, and the St. Lawrence and Adirondack railroad, between Remsen and Malone, were organized October 1, 1891, by a reorganization in two divisions of the Mohawk and Adirondack railroad extending from Poland to Malone.

The Mohawk and Adirondack railroad was chartered May 5, 1891.

For additional information, see Report of 1893 (No. 1).

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	45,000	$4,500,000

Number of stockholders 21

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p.c.			
First mortgage 4 per cent. gold bonds	July 1, 1893	100	4	Mar. & Sept.	$2,500,000	†$2,500,000
Income bonds	May 14, 1894	99	*5	September 1	3,900,000	‡3,900,000
Total	.....	....	....	.....	$6,400,000	$6,400,000

Cost of Road.

	Additions or betterments during year ending June 30, 1894.	Total cost of road up to June 30, 1894.
Total cost of road	$3,810,455 12	$10,900,000 00

* If earned. † Issued for reorganization. ‡ Issued for construction.

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rental received from New York Central and Hudson River Railroad Company, lessee	$100,000 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	100,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$10,900,000 00

LIABILITIES.

Capital stock	$4,500,000 00
Funded debt	6,400,000 00
	$10,900,000 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorised from Herkimer to Malone, single track	173.10
Total of branches or other roads authorized	8.40
Sidings and turnouts on main line	21.22
Grand total of tracks, sidings and turnouts	202.72
Laid with steel rail, main line	173.10
Laid with steel rail, branches, or other roads	8.40

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	All in New York State, miles.	Miles laid with steel rail.
Hinckley	Prospect Junction	Hinckley	2.8	2.8
Saranac	Lake Clear	Saranac Lake	5.6	5.6

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHAUNCEY M. DEPEW	President	Grand Central Station, N. Y. city.
H. WALTER WEBB	Vice-President	Grand Central Station, N Y. city.
E. V. W. ROSSITER	Secretary and Treasurer	Grand Central Station, N. Y. city.

Directors of the Company.

Name.	*Residence.*
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARK	New York city.
HORACE J. HAYDEN	New York city.
H. WALTER WEBB	New York city.
J. PIERPONT MORGAN	New York city.
W. SEWARD WEBB	New York city.
EDWARD V. W. ROSSITER	Flushing, L. I.
CHARLES F. COX	New York city.
JOHN M. TOUCEY	New York city.
SAMUEL BARTON	New York city.

Title of company, Mohawk and Malone Railway Company.
General offices at Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in April.
For information concerning this report, address John Carstensen, Grand Central Station, New York city.

MONTGOMERY AND ERIE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 2, 1866.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	26,000	$260,000	.....
Issued for actual cash and now outstanding	15,000	150,000	$150,000
Number of stockholders			140

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First mtg. bonds	May 1, 1866	60	5	Nov. 1 & May 1	$130,000	$130,000	$108,380 83
Second mtg bonds	Oct. 1, 1867	60	5	Apr. 1 & Oct. 1	70,000	40,500	26,325 00
Total	.....	....	....	....	$200,000	$170,500	$134,705 83

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$114,979 17
Bridges	3,461 34
Superstructure (including ties and rails)	135,965 85
Land, land damages and fences	44,375 08
Passenger and freight stations	8,099 52
Engine and car houses, fuel and water stations	4,923 64
Engineering expenses	13,804 19
Telegraph line	1,391 21
Total cost of road	$327,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Rental from lessee		$16,000 00
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$8,525 00	
Taxes on earnings and capital stock	157 50	
Salaries and office expenses	471 50	
		9,154 00
Net income from all sources		$6,846 00
Payments from net income, as follows, viz.:		
Dividends declared, 4½ per cent. on $150,000 common stock		6,750 00
Surplus for year ending June 30, 1894		$96 00

General Income Account.

Deficit for year ending June 30, 1894	$96 00
Surplus up to June 30, 1893	1,907 44
Total surplus June 30, 1894	$1,003 44

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$327,000 00
Current assets, as follows, viz.:	
Cash on hand	1,003 44
	$328,003 44

LIABILITIES.

Capital stock	$150,000 00
Funded debt	170,500 00
Current liabilities, as follows, viz.:	
Sinking fund	6,500 00
Profit and loss (surplus)	1,003 44
	$328,003 44

Description of Road.	Miles owned, all in N. Y. State.
Main line, single track, from Montgomery to Goshen, Orange county, N. Y.	10.26
Sidings and turnouts on main line	.65
Total tracks, sidings and turnouts	10.91

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. M. WILKIN	President	Montgomery, N. Y.
C. J. EVERETT	Vice-President and Treasurer	Goshen, N. Y.
WALTER J. MEAD	Secretary	Montgomery, N. Y.

Directors of the Company.

Name.	*Residence.*
GEORGE SENIOR	Montgomery, N. Y.
JOSEPH M. WILKIN	Montgomery, N. Y.
DANIEL M. WADE	Montgomery, N. Y.
EBENEZER VAN ALST	Montgomery, N. Y.
WILLIAM S. MOULD	Montgomery, N Y.
FREDERIC BODINE	Montgomery, N. Y.
GEORGE W. ACKERLY	Montgomery, N. Y.
CHARLES J. EVERETT	Goshen, N. Y.
GEORGE W. MURRAY	Goshen, N. Y.
JOHN M. QUACKENBOS	New York city.
CHARLES M. VAIL	New York city.
GEORGE BERGEN	Montgomery, N. Y.
WALTER J. MEAD	Montgomery, N. Y.

Title of company, Montgomery and Erie Railway.
General offices at Montgomery, Orange county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information concerning this report, address J. M. Wilkin.

MOUNT McGREGOR.

RECEIVER'S REPORT.

(Date of charter, February 27, 1889.)

For history of organization, etc., see Report of 1893.

Receiver's Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total receiver's cost of road and equipment to June 30, 1893	.....	$11,415 86
Superstructure (including ties)	$1,005 50	.....
Shops, machinery and tools	17 83	.....
Interest and discount charged to construction	74 46	.....
Hotel furniture	131 35	.....
Total receiver's cost of road, Mountain hotel and equipment	$1,229 14	$12,645 02

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$5,254 36
Less operating expenses (excluding all taxes)		8,829 79
Loss from operation		$3,575 41
Deductions from income, as follows, viz.:		
Rentals, miscellaneous	$409 09	
Taxes on property used in operation of road	527 59	
Taxes on earnings and capital stock	109 76	
Taxes other than above	39 03	
		1,076 37
Deficit for year ending June 30, 1894		$4,651 78

General Income Account.

Deficit for year ending June 30, 1894	$4,651 78
Surplus up to June 30, 1893	1,378 30
Total deficit June 30, 1894	$3,273 48

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, local	$5,201 06
Miscellaneous, as follows, viz.: Privileges	56 30
Total gross earnings	$5,254 36

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track	$1,506 07
Repairs of bridges (including culverts and cattle guards)	906 30
Repairs of stations, shops, docks, etc	31 88
Other expenses for maintenance of way and structures	1,429 50
Total	$3,903 75
Maintenance of equipment:	
Repairs of locomotives	$35 53
Repairs of cars	143 51
Other expenses for maintenance of equipment	270 15
Total	$449 99

Conducting transportation:

Wages of conductors and men	$520 50
Wages of engineers and firemen	966 05
Fuel for locomotives	650 05
Oil and waste	78 50
Wages of station agents and clerks	248 01
Wages of watchmen, flagmen and switchmen	60 00
Other expenses for conducting transportation	4 15
Total	$2,527 26

General expenses:

Salaries of general officers and clerks	$750 00
General office expenses and supplies	61 68
Stationery and printing	4 50
Outside agencies and advertising	516 31
Insurance	503 35
Damage to property	40 00
Other general expenses	74 05
Total	$1,949 79
Grand total operating expenses	$8,829 79

Receiver's General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$12,645 02
Current assets, as follows, viz.:	
Cash on hand	1 73
Profit and loss (deficiency)	3,273 48
	$15,920 23

LIABILITIES.

Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	$1,688 03
Open accounts	10,913 95
Loans and bills payable	3,000 00
Sundries	318 25
	$15,920 23

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	13,058
Number of passengers carried one mile	130,122
Passenger train mileage	11,128

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$5,254 38	$8,829 79	$3,571 41
Average per passenger carried	403	676	274
Average per passenger per mile	04	067	027
Average per passenger train per mile	472	793	321

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	4

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Saratoga to Mount McGregor, single track	10.50
Sidings and turnouts on main line	.47
Grand total of tracks, sidings and turnouts	10.97
Laid with iron rail, main line	10.97

Average life of ties, 4 years; weight of rails per yard—iron, 35 lbs.; gauge of track, 3 feet; ballasted with sand.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	2	75
Wooden trestles	6	1,465
Total.	8	1,540

EQUIPMENT.	Number leased.	Average cost of each.	Maximum weight of each, in lbs.	Number equipped with patent brake.
Locomotives, 4 drivers	2	$8,000	38,000	.....
First class passenger cars	5	$3,500	5	5
Second class passenger cars	1	1,200	1	1
Baggage, mail and express cars	1	1,000	1	1
Total	7	.....	7	7
Flat cars	4	.....	.....	.....

Eames' vacuum brake and common coupler on passenger cars; Lorenz spring switch in use on entire line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	10
Total assessed value of real estate and personal property of company	$24,275
Highway crossings at grade without protection	4
Highway crossings at grade protected by gates or flagmen	2

Passenger cars are lighted by kerosene and ventilated in the ordinary way.

EMPLOYES.

Average number of persons employed (including officials) during year	22
Aggregate amount of salaries and wages paid them	$5,333 96

Title of company, Mount McGregor Railroad Company.
General offices at Ballston Spa.
For information concerning this report, address Frank Jones, Superintendent.

NEWBURGH, DUTCHESS AND CONNECTICUT.

(Date of charter, January 8, 1877.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of constructed road under certificate of organization, and now outstanding	10,000	$500,000	12,000	$600,000

Grand total of common and preferred stock now outstanding $1,100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p.c.			
Collateral bonds on road franchise and all property.....	May 1, 1891	30	5	Nov. and May	$226,000	$226,000
Income mortgage on road franchise and all property.....	June 1, 1877	100	6	When earned.	1,625,000	1,164,500
Total	.....	....	.	.....	$1,851,000	$1,390,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Shops, machinery and tools	$6 00	.....
Total cost of road as reported up to June 30, 1893	.....	$2,554,451 43
Total cost of road	$6 00	$2,554,457 43
EQUIPMENT.		
Passenger cars.....	$5,082 00	.....
Total cost of equipment as reported up to June 30, 1893	.....	$63,632 20
Total cost of equipment.....	$5,082 00	$68,714 20
Grand total cost of road and equipment	$5,088 00	$2,623,171 63

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$157,952 12
Less operating expenses (excluding all taxes)		134,803 12
Net earnings from operation		$23,149 00
Income from other sources, as follows, viz.:		
Rent of houses		159 21
Gross income from all sources		$23,303 21
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$11,300 00	
Taxes on property used in operation of road	5,167 59	
Taxes on earnings and capital stock	837 94	
		17,305 53
Net income from all sources		$6,003 68
Payments from net income, as follows, viz.:		
Interest on real estate mortgages	$900 00	
Interest on mortgage on half right of way	1,875 00	
Interest on loans	611 51	
Commissions	28 24	
		3,414 75
Surplus for year ending June 30, 1894		$2,587 93

General Income Account.

Surplus for year ending June 30, 1894	$2,587 93
Surplus up to June 30, 1893	106,112 98
	$108,700 91
Profit and loss	4,139 15
Total surplus June 30, 1894	$104,561 76

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$1,568 20			
Freight, local	67,230 83			
		.....	$68,799 03	$68,799 03
Passengers, local		$29,560 75	.....	29,560 75
Mail		4,557 92	.....	4,557 92
Express		2,630 84	.....	2,630 84
Miscellaneous, as follows, viz.:				
Rent of land		9 00	27 00	36 00
Rents of track		6,108 78	46,258 80	52,367 58
Total gross earnings		$42,867 29	$115,084 83	$157,952 12

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track, steel rails laid	$8,690 53	$26,390 27	$35,080 80
Repairs of bridges (including culverts and cattle guards)	3,437 88	10,313 89	13,751 77
Repairs of stations, shops, docks, etc.	735 66	2,206 99	2,942 65
Repairs of fences	121 22	387 30	508 52
Other expenses for maintenance of way and structures	310 58	931 81	1,242 39
Total	$13,295 87	$40,230 26	$53,526 13

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$1,249 60	$3,748 95	$4,999 55
Repairs of cars	2,068 95	6,031 77	8,100 72
Repairs of machinery and tools	165 31	495 96	661 27
Other expenses for maintenance of equipment	1,307 85	3,039 38	4,347 23
Total	$4,791 71	$13,316 06	$18,107 77
Conducting transportation:			
Wages of conductors and men	$2,496 65	$5,559 72	$8,056 37
Wages of engineers and firemen	2,972 65	3,298 09	6,26[illegible] 74
Fuel for locomotives	3,331 02	9,991 10	13,324 12
Oil and waste	204 52	450 37	654 89
Water supply	93 50	280 49	373 99
Other train supplies or expenses	190 88	100 15	291 03
Wages of station agents and clerks	2,155 73	6,467 31	8,623 04
Wages for labor at stations	165 00	696 73	861 73
Station supplies	302 50	438 95	741 45
Wages of watchmen, flagmen and switchmen	1,116 60	3,801 47	4,918 07
Other expenses for conducting transportation	75 14	153 99	228 13
Total	$13,104 19	$31,234 37	$44,338 56
General expenses:			
Salaries of general officers and clerks	$2,796 17	$8,388 67	$11,184 84
General office expenses and supplies	485 86	1,465 08	1,950 94
Stationery and printing	349 17	814 68	1,163 85
Loss and damage of freight and baggage	.....	10 97	10 97
Damage to cattle and property	105 37	316 3[illegible]	421 50
Insurance	131 30	395 73	527 03
Telegraph maintenance and operation	697 44	2,092 56	2,790 00
Other general expenses	187 26	549 36	736 62
Total	$4,753 57	$14,033 18	$18,785 75
Grand total operating expenses	$35,944 34	$98,813 87	$134,758 21

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,554,457 43
Cost of equipment		63,714 20
Other permanent investments, as follows, viz.:		
Real estate		1,223 47
Current assets, as follows, viz.:		
Cash on hand	$16,545 63	
Due by agents	4,179 04	
Open accounts	16,002 66	
Materials and supplies	10,289 04	
		47,016 35
		$2,671,411 45

LIABILITIES.

Capital stock	$1,[illegible]00,000 00
Funded debt	1,390,500 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	12,071 45
Open accounts	782 89
Loans and bills payable	13,495 35
Mortgages on real estate, etc	50,000 00
Profit and loss (surplus)	104,561 76
	$2,671,411 45

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	.....	104,417	104,417
Number of passengers carried one mile	.....	1,200,030	1,200,030
Number of tons of freight carried	2,083	89,601	91,684
Number of tons of freight carried one mile	53,723	1,862,120	1,915,843

	All local.
Passenger train mileage	30,744
Freight train mileage	102,294
Total train mileage	133,038

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$42,867 29	$35,944 34	$6,922 95
Average per passenger carried	41	34	066
Average per passenger per mile	036	029	007
Average per passenger train per mile	1 394	1167	227
Freight earnings and expenses (including miscellaneous earnings)	115,084 83	98,813 87	16,270 96
Average per ton of freight carried	1 255	1 167	177
Average per ton of freight per mile	060	052	008
Average per freight train per mile	1 125	966	159

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	.....	2.4	2.4
Average rate received per mile per ton for carrying freight, all classes	2.9	3.6	3.5

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line from Dutchess Junction to State line, between New York and Connecticut, at Millerton, single track	58.84
Sidings and turnouts on main line	10.76
Grand total of tracks, sidings and turnouts	69.60
Laid with steel rail, main line	54.38
Laid with steel rail, sidings	1.09
Laid with iron rail, main line	4.46
Laid with iron rail, sidings	9.67

Average life of rails—iron, 15 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 74 lbs.; minimum, 60 lbs.; iron, maximum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel, mostly earth.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	8	695.6
Pile bent	1	110.
Wooden trestles	3	1,207.4½
Total	12	2,012.10½

Description of Road — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each, in years	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	1	$7,000	180,000	20	.....	.....
Locomotives, 4 drivers	6	5,000	114,000	20	6	.....
Total	7	.....	.....	.....	6	.....
First class passenger cars	5	$2,000	45,000	15	5	5
Second class passenger cars	3	1,500	43,000	15	3	3
Baggage, mail and express cars	4	1,200	40,000	15	4	4
Total	12	.....	.....	.....	12	12
Box freight cars	3[illegible]	$400	20,000	15	.....	10
Stock freight cars	4	400	18,000	12	.....	.....
Charcoal freight cars	4	400	20,000	15	.....	.....
Coal freight cars	118	350	17,000	10	.....	.....
Flat freight cars	20	300	15,000	10	.....	.....
Caboose, 4-wheel car	1	350	18,000	15	.....	.....
Tool and derrick cars	1	1,000	.....	.....	.....	.....
Total	185	.....	.....	....	.....	10

Passenger cars are equipped with Westinghouse automatic brake, Cowell, Miller and Gould couplers

Freight cars with regular freight brakes and couplers.

Lorenze safety switch in use on nine-tenths of road, balance open or stub switch.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	58.84
Cost of real estate now held by company, exclusive of that used in operation	$1,223 47
Total assessed value of real estate and personal property of company	$437,925 00
Railroads crossing road at grade	2
Highway crossings at grade without protection	62
Highway crossings at grade protected by gates or flagmen	3
Highway crossings over or under grade	10
Overhead obstructions less than twenty feet above track	1

Cars are heated by fire-proof seamless Baker heater on mixed trains, and same heater with steam attachment on passenger trains; lighted by mineral seal oil, 300 degrees fire test, and ventilated by Creamer ventilators.

American Express Company operates over line and pays twice first class rates on merchandise

This company receives $78.66 per mile per annum from the Post Office Department for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	791	.9
Grain	8,129	8.9
Meats and provisions	110	.1
Live stock	424	.4
Lumber	6,231	6.8
Pig and bar iron and steel	57	.....
Iron or other ores	18,256	19.9
Coal and coke	33,726	36.7
Petroleum and other oils	164	.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	4,806	5.2
All other manufactures	2,197	2.4
All other merchandise	3,180	3.5
All other agricultural products	5,940	6.6
All other articles not included above	7,633	8.4
Total	91,684	100

EMPLOYES.

Average number of persons employed (including officials) during year	185
Aggregate amount of salaries and wages paid them	$92,726 71

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN S. SCHULTZE	President, Treasurer and Gen. Manager	Matteawan, N. Y.
WILLIAM LUMMIS	Vice-President	New York city.
WILLIAM A. WELLS	Secretary and General Accountant	Matteawan, N. Y.
WILLIAM UNDERHILL	General Freight Agent	Matteawan, N. Y.
WILLIAM H. MOORE	Ticket Agent	Matteawan, N. Y.
EVERETT GARRISON	Chief Engineer	Newburgh, N. Y.
G. D. HOLMES	Master Mechanic	Dutchess Junction.

Directors of the Company.

Name.	*Residence.*
JOHN S. SCHULTZE	Boonton, N. J.
WILLIAM LUMMIS	New York city.
L. B. WARD	Jersey City, N. J.
WILLIAM S. ENO	Pine Plains, N. Y.
WILLIAM N. SAGER	Pine Plains, N. Y.
ROBERT G. COFFIN	Millbrook, N. Y.
GEORGE POTTER	Billings, N Y.
ALBERT EMONS	La Grangeville, N. Y.
SAMUEL I WRIGHT	Elizabeth, N. J.
R. C. VAN WYCK	Hopewell Junction, N. Y.
WILLIAM R. SCHULTZE	Manchester, N. J.
WILLIAM H. MOORE	Matteawan, N. Y.

Title of company, Newburgh, Dutchess and Connecticut Railroad Company.
General offices at Matteawan, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Thursday in October.
For information concerning this report, address John S. Schultze, President and Treasurer.

NEW JERSEY AND NEW YORK.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares	Total par value	No of shares.	Total par value.
Authorized by law or charter	20,000	$2,000,000	8,000	$800,000
Issued on account of construction, pursuant to plan for reorganization, etc., and now outstanding	14,408	1,440,800	7,878	787,800

Grand total of common and preferred stock now outstanding	$2,228,600 00
Number of stockholders	159

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
*First mortgage	April 30, 1880	30	6	May 1, Nov 1	$400,000	$400,000	.....
Second mortgage	Nov. 27, 1885	00	5	Jan. 1, July 1	100,000	8,000	.....
†General mortgage	Dec. 31, 1892	§	5	Jan. 1, July 1	1,200,000	456,500	.....
Total	.....	....	....	.....	$1,700,000	$864,500	.....

* These bonds were issued to complete re-organization

† Disposition pending; general mortgage bonds issued for purpose of redeeming first and second mortgage bonds; New Jersey and New York Extension railroad bonds and stock; purchase of rolling stock and building of a double track

§ Forty years with privilege to redeem after five years at 105.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading and masonry	$10,453 12	$18,363 17
Ballast	7,287 74	7,454 30
Bridges	795 33	17,329 33
Superstructure (including ties)	9,991 88	31,992 12
Rails	13,083 09	105,867 07
Land	1,503 00	7,520 38
Land damages	14 30	10,[illegible]51 32
Fences	178 06	1,235 47
Passenger and freight stations	2,864 48	12,516 12
Engine and car houses	.....	831 77
Shops, machinery and tools	1 26	6,279 94
Fue and water stations	.....	3,182 94
Engineering expenses	110 85	2,008 50
Interest and discount charged to construction	3,681 58	41,757 61
Purchase of constructed road	.....	117,968 34
Telegraph line	301 66	365 76
Street and road crossings	.....	547 08
New York and New Jersey Railway property and franchises	.....	2,392,110 81
Incidentals	91 00	3,784 88
Total cost of road	$50,357 35	$2,781,012 41
EQUIPMENT.		
Locomotives	*$1,074 56	$77,690 99
Passenger cars	*368 42	67,775 20
Mail, baggage and express cars	.....	9,[illegible]85 59
Freight and other cars	9,887 15	41,494 83
Total cost of equipment	$8,444 17	$196,016 61
Grand total cost of road and equipment	$58,801 52	$2,977,029 02

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Double track		$17,740 86
Bridges		795 33
Ties		9,991 88
Rails		13,083 09
Lands		1,503 00
Land damages		14 30
Fences		178 06
Passenger and freight stations		2,864 48
Tools and fixtures		1 26
Engineering expenses		110 85
Interest and discount		3,681 58
Telegraph line		301 66
Incidentals		91 00
Freight and other cars		9,887 15
		$60,244 50
Less credit balance account, locomotives	$1,074 56	
Less credit balance account, passenger cars	368 42	
		1,442 98
Total		$58,801 52

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$331,886 50
Less operating expenses (excluding all taxes)		268,857 68
Gross income from all sources		$63,028 82
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$44,122 21	
Rentals	2,850 00	
Taxes on property used in operation of road	3,775 17	
		50,747 38
Surplus for year ending June 30, 1894		$12,281 44

* Credit.

General Income Account.

Surplus for year ending June 30, 1894	$12,281 44
Surplus up to June 30, 1893	93,784 34
Total surplus June 30, 1894	$106,065 78

DETAILED STATEMENT OF RENTALS.

New Jersey and New York Extension railroad	$2,850 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total
Freight, all local	.....	$96,684 63	$96,684 63
Passengers, all local	$218,166 14	.....	218,166 14
Mail	3,185 44	.....	3,185 44
Express	11,316 95	.....	11,316 95
Telegraph	583 39	56 04	639 43
Rentals	143 70	13 80	157 50
Other sources	1,584 23	152 18	1,736 41
Total gross earnings	$234,979 85	$96,906 65	$331,886 50

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed	$23,357 01	$2,243 75	$25,600 76
Repairs of bridges (including culverts and cattle guards)	45 03	4 32	49 35
Repairs of stations, shops, docks, etc	1,791 94	172 14	1,964 08
Repairs of fences	128 86	12 37	141 23
Other expenses for maintenance of way and structures	43 32	4 08	47 40
Total	$26,366 16	$2,436 66	$27,802 82
Maintenance of equipment:			
Repairs of locomotives	$9,264 12	$889 94	$10,154 06
Repairs of cars	11,621 97	1,116 44	12,738 41
Repairs of machinery and tools	780 38	74 97	855 35
Other expenses for maintenance of equipment	3,025 03	290 60	3,315 63
Total	$24,691 50	$2,371 95	$27,063 45
Conducting transportation:			
Wages of conductors and men	$16,790 50	$1,612 95	$18,403 45
Wages of engineers and firemen	12,298 72	1,181 45	13,480 17
Fuel for locomotives	43,955 72	4,222 53	48,178 25
Oil and waste	786 50	75 70	862 20
Water supply	1,262 22	121 25	1,383 47
Other train supplies or expenses	1,664 32	159 88	1,824 20
Wages of station agents and clerks	15,295 58	1,469 35	16,764 93
Wages for labor at stations	.....	7,771 11	7,771 11
Station supplies	2,008 90	192 98	2,201 88
Wages of watchmen, flagmen and switchmen	5,123 24	492 15	5,615 39
Other expenses for conducting transportation	1,372 70	131 87	1,504 57
Total	$100,558 40	$17,431 22	$117,989 62
General expenses:			
Salaries of general officers and clerks	$12,912 81	$1,240 45	$14,153 26
General office expenses and supplies	158 29	15 21	173 50
Stationery and printing	1,200 39	115 31	1,315 70
Outside agencies and advertising	671 43	64 50	735 93
Legal expenses	1,509 46	145 00	1,654 46
Loss and damage of freight and baggage	121 28	11 65	132 93
Damage to cattle and property	197 72	19 00	216 72
Injuries to persons	5,553 23	533 44	6,086 67
Telegraph maintenance and operation	148 53	14 27	162 80
Mileage of cars of other companies (debit balance)	.....	735 14	735 14
N. Y., L. E. and W. R. R. tolls	60,116 09	5,774 95	65,891 04
Other general expenses	4,327 89	415 75	4,743 64
Total	$86,917 12	$9,084 67	$96,001 79
Grand total operating expenses	$237,533 18	$31,324 50	$268,857 68

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$2,781,012 41
Cost of equipment	196,016 61
Other permanent investments, as follows, viz.:	
Stock and bonds of this company	607,900 00
N. J. and N. Y. E. R. R. stock	78,875 60
N. J. and N. Y. E. R. R. bonds	131,100 00
N. J. and N. Y. Impt. Co. stock	23,850 00
Current assets, as follows, viz.:	
Cash on hand	3,654 10
Due by agents	12,457 78
Materials and supplies	5,631 06
	$3,840,496 96

LIABILITIES.

Capital stock	$2,800,000 00
Funded debt	864,500 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	10,632 02
Audited vouchers and pay rolls	42,299 16
Loans and bills payable	17,000 00
Profit and loss (surplus)	106,065 78
	$3,840,496 96

Traffic and Mileage Statistics.

ITEM.	All local
Number of passengers carried	1,101,710
Number of passengers carried one mile	16,294,290
Number of tons of freight carried	134,646
Number of tons of freight carried one mile	1,778,488

Passenger train mileage	276,630
Freight train mileage	46,574
All other train mileage	23,280
Total train mileage	326,484

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$234,979 85	$237,533 18	$2,553 33
Average per passenger carried	2132	2156	0024
Average per passenger per mile	0144	0145	0001
Average per passenger train per mile	8490	8586	0096
Freight earnings and expenses (including miscellaneous earnings)	96,906 65	31,324 50	Profit. $65,582 15
Average per ton of freight carried	7305	2361	4944
Average per ton of freight per mile	0544	0 181	0363
Average per freight train per mile	4 02	1 17	2 85

ITEM. Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes	1.44
Average rate received per mile per ton for carrying freight, all classes	5.44

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State	Entire length.
Main line authorized from New Jersey and New York Junction, N. J., to Haverstraw, N. Y., single track	14.60	31.71	2.30	9.79	16.90	41.50
Branches or other roads first or single track	5.40	5.40	1	1	6.40	6 40
Total single track	20	37.11	3.30	10.79	23.30	47.90
Second track on main line	.....	7.30	.....	.....	.....	.....
Sidings and turnouts on main line	1.96	5.30	.....	.....	1.96	5.30
Sidings and turnouts on branches or other roads	.25	.25	.15	.15	.40	.40
Total sidings and turnouts	22.21	5.55	.15	.15	2.36	5.70
Grand total of tracks, sidings and turnouts	22.21	49.96	3.45	10.94	25.66	60.90
Laid with steel rail, main line	10.46	34.87	.....	.....	10.46	34.87
Laid with steel rail, branches or other roads	.....	....	2.30	9.79	2.30	9.79
Laid with iron rail, main line	4.14	4.14	.....	..	4.14	4.14
Laid with iron rail, branches or other roads	7.61	10.95	1.15	1.15	8.76	12.10

Average life of ties, 8 years; weight of rails per yard—steel, maximum, 60 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
N. Y., Lake Erie & West. R. R.	Jersey City, N.J.	New Jer. & N. Y. Junc., N. Y.	....	7.49	Operated	7.49	....
N. Y., Lake Erie & West. R. R.	Nanuet Jc., N. Y.	Spring Val., N.Y.	2.30	2.30	Operated	2.30	....
New City Branch	Nanuet Jc., N. Y.	New City, N. Y.	4.30	4.30	Owned	....	4.30
Garnerville R. R.	Miner's Creek	Garnerville Print Works, N. Y.	1	1	Operated	....	1
Stony Point Branch	Garnerville, N.Y.	Stony Point, N.Y.	1.10	1.10	Owned	....	1.10

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number	Aggregate length.
		Feet.		*Feet.*
Iron bridges	5	394	6	477
Wooden bridges	.....	.....	1	35
Total	5	394	7	512

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	1	.....	160,000	1	.....
Locomotives, 4 drivers	9	$7,286 03	110,000	9	.....
Total	10	.....	.....	10	.....
First class passenger cars	23	$1,482 46	.....	23	23
Baggage, mail and express cars	6	.....	.....	6	6
Total	29	.....	.....	29	29
Box freight cars	45	$511 20	.....	17	36
Stock freight cars	1	250 00	19,000	.....	.....
Flat freight cars	39	358 13	.....	.....	.....
Caboose, 8-wheel cars	1	1,470 61	.....	1	1
Total	86	.....	...	18	37

New York air brake and Miller coupler for passenger cars; seventeen freight cars with New York air brake; thirty-six box cars with Janney coupler; balance of freight cars with wrought and cast iron draw bars with link and pin.

Snow's automatic split switch in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State	Entire line.
Telegraph owned and operated by company, miles	12.23	29.34
Railroads crossing road at grade	1	1
Railroads crossing road over or under grade	.....	1
Highway crossings at grade without protection	30	52
Highway crossings at grade protected by gates or flagmen	.....	2
Highway crossings over or under grade	2	2
Overhead obstructions less than twenty feet above track	1	1

Passenger cars are heated by Spear heater, lighted with oil lamps and ventilated by dome, side and end ventilators.

United States Express Company operates on road for proportion of gross earnings.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,517	2.65
Grain	5,761	4.34
Meats and provisions	2,214	1.67
Live stock	540	.40
Lumber	13,162	9.92
Pig and bar iron and steel	714	.54
Coal and coke	56,508	42.60
Petroleum and other oils	1,010	.76
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	4,083	3.08
All other manufactures	10,655	8.03
All other merchandise	11,129	8.40
All other agricultural products	10,896	8.21
All other articles not included above	12,457	9.40
Total	132,646	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	1	.....	1
Others	2	4	6
Total	3	4	7

EMPLOYES.

Average number of persons employed (including officials) during year	224
Aggregate amount of salaries and wages paid them	$119,199 38

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. W. DE FOREST	President	62 William street, New York city.
J. D HASBROUCK	Secretary and Treasurer	Foot of Pavonia ave., Jersey City.
J. D. HASBROUCK	General Manager	Foot of Pavonia ave., Jersey City.
J. S. DRAKE	Superintendent	Hillsdale, N. J.
W. J. HAMILTON	Cashier and Paymaster	Foot of Pavonia ave., Jersey City.
THEO. B. CORNELL	Auditor	Foot of Pavonia ave., Jersey City.

Directors of the Company.

Name.	*Residence.*
ROBERT W. DE FOREST	New York city.
JOSEPH E. GAY	New York city.
HENRY SEIBERT	New York city.
H W. DE FOREST	New York city.
WM E. BOND	New York city.
DANIEL J. DEMEREST	Oradell, N. J.
HIRAM BELLIS	Oradell, N. J.
ROBT. S. HUGHES	Paterson, N. J.
J. D. HASBROUCK	Wood-cliff, N. J.
EDWIN A. STEVENS	Hoboken, N. J.

Title of company, New Jersey and New York Railroad Company.
General offices at foot of Pavonia avenue, Jersey City, N. J.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, first Monday in May.
For information concerning this report, address J. D. Hasbrouck, Secretary.

NEW YORK, BROOKLYN AND MANHATTAN BEACH.

LESSOR.

OPERATED BY THE LONG ISLAND RAILROAD COMPANY.

(Date of charter, August 27, 1885.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value	Number of shares.	Total par value.
Authorized by law or charter	3,500	$350,000	6,500	$650,000
Issued for stock in New York and Manhattan Beach Railway Company	3,500	$350,000	3,000	$300,000
Issued for stock in New York, Bay Ridge and Jamaica Railroad Company	.....	.....	3,000	300,000
Issued for stock in Long Island City and Manhattan Beach Railway Company	.....	.....	500	50,000
Total now outstanding	3,500	$350,000	6,500	$650,000

Grand total of common and preferred stock now outstanding	$1,000,000
Number of stockholders	128

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST. Rate.	INTEREST. When payable	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First cons mtg. bds.	Oct. 1, 1885	50	5	April & Oct.	$2,000,000	$1,178,000	*$678,000 †500,000
First mortg. bonds, N. Y. and Man. Beach Railway Co	Jan. 1, 1877	20	7	Jan. & July	500,000	500,000	.....

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Bridges	$34,853 96	
Rails	8,492 68	
Land	17,948 08	
Land damages	1,796 03	
Fuel and water stations	251 50	
Wharfing	8,861 71	
		$72,203 96
Cost of road as reported to June 30, 1893	.....	1,556,056 51
Total cost of road	$72,203 96	$1,656,169 97
EQUIPMENT.		
Passenger cars	$191,144 05	$191,144 05
Cost of equipment as reported to June 30, 1893	.....	316,430 64
Total cost of equipment	$191,144 05	$507,574 69
Grand total cost of road and equipment	$263,358 01	$2,163,744 66

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Land:		
Land at Parkville	$17,306 50	
Improvement to Sheepshead Bay property	641 58	
		$17,948 08
Wharfing:		
Float bridge at Bay Ridge		8,861 71
Fuel and water station:		
Water plant at Bay Ridge		251 50
Bridges and trestles:		
New bridge at Parkville		34,853 96
Passenger cars:		
Fifty-one passenger cars		191,144 05
Land damages:		
Right of way in fifteenth ward, Brooklyn		1,796 03
Rails		8,492 68
		$263,348 01

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rent from Long Island Railroad Company, for year ending June 30, 1894, as per lease	$95,980 00	
From Long Island Railroad Company, for rent due in excess of above for fiscal year ending June 30, 1894	17,211 66	
Gross income from all sources		$113,191 66

* In cash.

† In bonds of constituent companies retired, viz.: $200,000 first mortgage bonds, New York, Bay Ridge and Jamaica Railroad Company; $300,000 second mortgage bonds, New York and Manhattan Beach Railway Company.

Deductions from income, as follows, viz.:		
Interest on fu· ded debt due and accrued	$80,691 66	
Tax· s on earnings and capital stock	731 25	
General exp·nses	205 72	
		$81,628 63
Net income from all sources		$31,563 06
Payments from net income, as follows, viz.:		
*Dividends declared, five per c·nt. on $650,000 preferred stock		32,500 00
Deficit for year ending June 30, 1894		$936 97

General Income Account.

Deficit for year ending June 30, 1894	$936 97
Deficit up to June 30, 1893	10,754 04
Total deficit June 30, 1894	$11,691 01

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,656,169 97
Cost of ·qu pment	507,574 69
Othe· permanent investments, as follows, viz.:	
Stock of other companies	500,000 00
Ourrent assets, as follows, viz.:	
Open accounts	4,034 33
Profit and loss (deficiency)	11,691 01
	$2,679,470 00

LIABILITIES.

Capital stock	$1,000,000 00
Funded debt	1,678,000 00
Ourrent liabilities, as follows, viz.:	
Open accounts	1,470 00
	$2,679,470 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Fresh Pond Junction to Manhattan Beach, single track	12.03
Total of branches or other roads authorized	8.02
Total single track	20.05
Second track on main line	12
Second track on branches or other roads.	4.23
Total second track	16.23
Sidings and turnouts on main line	3.03
Sidings and turnouts on branches or other roads	2.36
Total sidings and turnouts	5.39
Grand total of tracks, sidings and turnouts	41.67
Laid with steel rail, main line.	24.03
Laid with steel rail, branches or other roads	10.40

*Guaranteed by the Long Island Railroad Company, as per lease.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
N. Y., B'klyn and Manhat. Beach..	Bay Ridge...	Manhat. Beach Junc.	4.23	Owned.	4.23	4.23
	Greenpoint..	Cooper Avenue Junc.	3.79	Owned.	.....	3.79

Officers of the Company.

Name.	*Title.*	*Official Address.*
AUSTIN CORBIN	President	192 Broadway, New York city.
CHARLES M. PRATT	Vice-President	192 Broadway, New York city.
D. S. VOORHEES	Secretary	192 Broadway, New York city.
GEORGE S. EDGELL	Treasurer	192 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
CHARLES M. PRATT	Brooklyn, N. Y.
GEORGE S. EDGELL	New York city.
WILLIAM G. WHEELER	Keene, N. H.
E. R. REYNOLDS	New York city.
WILLIAM J. KELLY	Brooklyn, N. Y.
EDWARD E. SPRAGUE	New York city.
J. K. O. SHERWOOD	Glen Cove, L. I., N. Y.
D. S. VOORHEES	Woodbridge, N. J.
W. J. HEGRE	Hollis, L. I., N. Y.
ALFRED N. HEGRE	New York city.
CHARLES M. REYNOLDS	New York city.
FREDERICK COOK	Orange, N. J.

Title of company, The New York, Brooklyn and Manhattan Beach Railway Company.
General offices at 192 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in December.
For information concerning this report, address D. S. Voorhees, Secretary.

NEW YORK AND CANADA.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, March 16, 1872.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	40,000	$4,000,000	.....
Issued for actual cash and now outstanding	39,910	3,99 ,000	$3,758,274 48

Number of stockholders 25

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p. c.				
1st mtg. sterling bds	May 1, 1874	30	6	May 1, Nov. 1	$4,000,000	$4,000,000	$3,600,000

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$116,719 93	$5,175,592 89
Bridges	5,814 82	442,519 27
Superstructure (including ties)	55,432 85	2,277,5 4 01
Rails	658 94	22,926 31
Land	15 00	1,650 60
Land damages	825 50	450,758 24
Fences	.....	542 10
Passenger and freight stations	.....	132,110 65
Engine and car houses	.....	40,911 72
Fuel and water stations	.....	2,165 60
Engineering expenses	.....	302,622 48
Purchase of constructed road	.....	77,686 29
Telegraph line	.....	9,264 87
Total cost of road	$179,467 04	$8,936,564 43

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Bridge masonry	$2,289 52
Filling trestles	7,906 39
General improvement to roadbed in widening banks, extending culverts, closing short bridge openings etc.	106,525 02
Replacing wooden bridges with iron	3,299 59
General improvements in reinforcing trusses and floor of iron	2,515 23
Superstructure for side tracks	1,014 87
Less from material received from tracks taken up	165 00
Superstructure for bridges	119 73
General improvements, ballasting main line	54,463 25
Rails for side tracks	658 94
Expense in connection with purchase of land for gravel pit, near Port Kent	15 00
Release of claim to passage-way under trestle, account of filing, of same, $500, notarys' fees $1 50	501 50
Release of mortgage on land for right of way in town of Dresden	24 00
Land for right of way in town of Crown Point	300 00
	$179,467 04

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Lease of the road	$236,218 72

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	236,218 72

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$8,936,564 43

LIABILITIES.

Capital stock	$4,000,000 00
Funded debt	4,000,000 00
Current liabilities, as follows, viz.:	
Open accounts	936,564 43
	$8,936,564 43

Officers of the Company.

Name.	*Title.*	*Official Address.*
HORACE G. YOUNG	President	Albany, N. Y.
JAMES C. HARTT	Treasurer	New York city.
CHARLES A. WALKER	Secretary	New York city.

Directors of the Company.

Name.	*Residence*
ISAAC V. BAKER	Comstocks, N. Y.
W. H. TILLINGHAST	New York city.
JAMES R. TAYLOR	Brooklyn, N. Y.
HORACE G. YOUNG	Albany, N. Y.
JAMES ROOSEVELT	Hyde Park, N. Y.
JAMES C. HARTT	Montreal, Can.
CHARLES A. WALKER	New York city.
REUBEN A. HENRY	Jersey City, N. J.
ROBERT OLYPHANT	New York city.
WILLIAM H. COOKE	Whitehall, N. Y.
ROBERT M. OLYPHANT	New York city
SMITH M. WEED	Plattsburgh, N. Y.
F. MURRAY OLYPHANT	New York city.

Title of company, New York and Canada Railroad Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Tuesday in June.
For information concerning this report, address S. T. S. Henry, Auditor.

NEW YORK AND CANADA.

LESSEE.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$805,329 82
Less operating expenses (excluding all taxes)		650,723 78
Gross income from all sources		$154,606 04
Deductions from income, as follows, viz.:		
Rentals	$274,818 70	
Taxes on property used in operation of road	31,661 88	
Taxes on earnings and capital stock	1,832 16	
Taxes other than above	557 25	
		309,869 99
Deficit for year ending June 30, 1894		$155,263 95

General Income Account.

Deficit for year ending June 30, 1894	$155,263 95
Deficit up to June 30, 1893	191,511 21
Total deficit June 30, 1894	$346,775 16

DETAILED STATEMENT OF RENTALS.

New York and Canada	$236,218 72
Delaware and Hudson Canal Company	38,599 98
Total amount of rentals deducted from income	$274,818 70

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$112,193 55			
Freight, local	339,200 55			
		.....	$451,394 10	$451,394 10
Passengers, through	$98,281 51			
Passengers, local	200,973 20			
		$299,254 71	.....	299,254 71
Extra baggage		1,546 17	.....	1,546 17
Mail		27,164 45	.....	27,164 45
Newspapers and baggage express		550 00	.....	550 00
Express		18,310 47	.....	18,310 47
Miscellaneous, as follows, viz.:				
Hauling cars	$25 00			
Rents	884 28			
Dining car service	1,615 25			
Telegraph	5 3 39			
Train service	4,060 00			
		6,211 78	898 14	7,109 92
Total gross earnings		$353,037 58	$452,292 24	$805,329 82

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$60,239 67	$88,482 50	$148,722 17
Iron rails laid, 171 12 tons; cost $3,738 26. Steel rails laid, 3,979.99 tons; cost $104,805.20.			
Repairs of roadbed	2,178 29	3,393 85	5,572 14
Repairs of bridges (including culverts and cattle guards)	734 02	668 04	1,402 06
Repairs of stations, shops, docks, etc.	2,483 48	2,883 04	5,366 52
Repairs of fences	2,788 61	3,929 56	6,718 17
Other expenses for maintenance of way and structures	10,517 48	15,490 21	26,007 69
Total	$78,941 55	$114,847 20	$193,788 75
Maintenance of equipment:			
Repairs of locomotives	$10,123 35	$13,889 40	$24,012 75
Repairs of cars	4,249 55	42,246 61	46,496 16
Repairs of machinery and tools	908 63	1,395 41	2,301 04
Other expenses for maintenance of equipment	4,016 45	6,153 67	10,170 12
Total	$19,294 98	$63,685 09	$82,980 07
Conducting transportation:			
Wages of conductors and men	$14,9 4 17	$40,019 89	$54,984 06
Wages of engineers and firemen	19,494 74	35,155 07	54,649 81
Fuel for locomotives	41,981 38	59,845 28	101,826 66
Oil and waste	2,291 91	3,769 13	6,061 04
Water supply	1,268 12	2, 0 60	3,369 72
Other train supplies or expenses	3,964 75	5,309 20	9,273 95
Wages of station agents and clerks	6,231 90	14,937 15	21,172 05
Wages for labor at stations	2,210 20	11,288 80	13,499 00
Station supplies	3,202 14	1,595 19	4,797 33
Wages of watchmen, flagmen and switchmen	1,290 55	3,575 96	4,866 51
Other expenses for conducting transportation	5,104 57	4,176 37	9,280 94
Total	$101,957 43	$181,778 64	$283,731 07
General expenses:			
Salaries of general officers and clerks	$5,220 20	$11,005 30	$16,225 60
General office expenses and supplies	1,853 43	2,965 80	4,849 23
Stationery and printing	1,039 25	2,497 00	3,536 25
Outside agencies and advertising	7,499 18	33 1	7,532 39
Legal expenses	261 76	345 09	606 85
Loss and damage of freight and baggage	19 00	666 27	685 27
Damage to cattle and property	805 50	3,364 24	4,169 74
Injuries to persons	2,236 24	1, 01 70	3,937 94
Telegraph maintenance and operation	4,528 32	10,964 26	15,492 58
Mileage of cars of other companies (debit balance)	16,692 35	15,074 64	31,766 99
Insurance	665 00	1,085 00	1,750 00
Other general expenses	66 13	104 92	171 05
Total	$40,416 46	$49,807 43	$90,223 89
Grand total operating expenses	$240,610 42	$410,113 36	$650,723 78

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	42,333	312,567	354,900
Number of passengers carried one mile	3,724,908	9,050,289	12,775,197
Number of tons of freight carried	207,261	436,300	643,561
Number of tons of freight carried one mile	20,380,080	34,091,969	54,472,049
Passenger train mileage	.....	.....	283,567
Freight train mileage	.....	.....	340,870
All other train mileage	.....	.....	9,296
Total train mileage	.....	.....	633,673

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$353,037 58	$340,610 42	$112,427 16
Average per passenger carried	99	68	31
Average per passenger per mile	02750	01874	00976
Average per passenger train per mile	1 24	84	40
Freight earnings and expenses (including miscellaneous earnings)	459,292 24	410,113 36	49,178 88
Average per ton of freight carried	70	64	06
Average per ton of freight per mile	833	753	080
Average per freight train per mile	1 32	1 20	12

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, all classes	Cents. 2.597	Cents. 2.221	Cents. 2.332
Average rate received per mile per ton for carrying freight, all classes	.551	.995	.829

Description of Road and Equipment.

TRACK.	Miles leased, all in N. Y. State.
Main line from Whitehall Lake Station to Rouse's Point, single track	112.93
Branches or other roads, single track	38.42
Total single track	151.35
Sidings and turnouts on main line	30.49
Sidings and turnouts on branches or other roads	4.78
Total sidings and turnouts	35.27
Grand total of tracks, sidings and turnouts	186.62
Laid with steel rail, main line	112.93
Laid with steel rail, branches or other roads	17.65
Laid with iron rail, main line	30.49
Laid with iron rail, branches or other roads	25.55

Average life of rails — steel, 12 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 80 lbs.; minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State, miles.	Owned or leased	Miles laid with steel rail.	Miles laid with iron rail.
Ticonderoga R. R.	Delano Junction	Ticonderoga	1.41	Contr'ct	1.41	.....
Lake George R. R.	Ft. Ticonderoga	Baldwin	4.42	Leased	4.42	.....
Whitehall & Plattsburgh	Plattsburgh	Ausable	19.81	Leased	.58	19.23
Plattsburgh & Montreal	Chazy Junction	Province line	12.78	Leased	11.24	1.54
Total	.....	.....	38.42	.....	17.65	20.77

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	40	3,444
Wooden bridges	4	220
Wooden trestles	7	3,616
Total	51	7,280

Automatic safety switches in use on main line; 4-5 automatic and 1-5 stub switches in use on branches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	257.59
Total assessed value of real estate of company	$1,404,564
Length of steel rails laid during year in repairs, miles	42 21
Length of iron rails laid during year in repairs, miles	1.81
Railroads crossing road at grade	4
Railroads crossing road over or under grade	1
Highway crossings at grade without protection	100
Highway crossings at grade protected by gates or flagmen	2
Highway crossings over or under grade	5
Overhead obstructions less than twenty feet above track	11

Passenger cars are heated by Consolidated Car Heating Company's system, lighted with mineral seal oil, 300 degrees test, and ventilated by Creamer & Globe ventilator in transom and elevated roof.

National Express Company runs over line and pays for local freight one and one-half first class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., two-thirds first class; between competing points, first class, also 10 per cent of its profits.

Wagner Palace Car Company runs over road and is paid three cents per mile run for sleeping cars and one cent per mile for drawing-room cars. Railroad company lubricates and cleans outside of cars. No additional charge is made by the railroad company.

Wagner Palace Car Company received	$9,125 86
Pullman's Palace Car Company received	28 50
	$9,154 36

Compensation for the transportation of United States mail is fixed by the Post-Office Department.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	8,779	1.36
Grain	9,059	1.41
Meats and provisions	5,915	.92
Live stock	3,352	.52
Lumber	139,501	21.68
Pig and bar iron and steel	9,945	1.55
Iron or other ores	40,732	6.33
Coal and coke	182,728	28.39
Petroleum and other oils	3,880	.60
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	53,063	8.25
All other manufactures	54,118	8.41
All other merchandise	17,696	2.75
All other agricultural products	37,203	5.78
All other articles not included above	77,570	12.05
Total	643,561	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	13	2	15
Others	2	2	4
Total	15	4	19

EMPLOYES.

Average number of persons employed (including officials) during year	692
Aggregate amount of salaries and wages paid them	$350,826 86

Title of lessee company, Delaware and Hudson Canal Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address S. C. S. Henry, Auditor.

NEW YORK CENTRAL AND HUDSON RIVER.

(Date of consolidation November 1, 1869).

This company was organized by the consolidation on November 1, 1869, of the New York Central Railroad Company and the Hudson River Railroad Company.

THE NEW YORK CENTRAL RAILROAD COMPANY.

This company was organized under a special law passed April 2, 1853, authorizing the consolidation of the railroads between Albany and Buffalo, as follows:

The Albany and Schenectady.
The Schenectady and Troy.
The Utica and Schenectady.
The Mohawk Valley.
The Syracuse and Utica.

The Syracuse and Utica, Direct.

The Rochester and Syracuse.

The Buffalo and Rochester.

The Rochester, Lockport and Niagara Falls.

The Buffalo and Lockport.

Articles of agreement taking effect as of May 1, 1853, were filed May 17, 1853; the first board of directors elected July 6, and the whole line delivered to the new company, August 1, 1853.

The organization of the consolidated roads, as mentioned above, forming the New York Central railroad, was as follows:

The Albany and Schenectady

chartered in 1826 as the Mohawk and Hudson, was opened September 12, 1831, and was the first railroad built in the State of New York. In 1847 the name was changed to the Albany and Schenectady.

The Schenectady and Troy

was chartered in 1836 and opened in 1842.

The Utica and Schenectady

was chartered in 1833 and opened August 1, 1836.

The Mohawk Valley

filed articles January 21, 1851, and December 28, 1852. The company was merged in the New York Central Railroad Company under the act of 1853.

The Syracuse and Utica

was chartered in 1836, and opened July 3, 1839.

The Syracuse and Utica, Direct,

was organized under the general law and filed articles January 26, 1853. It was merged in the New York Central Railroad Company under the act of 1853.

The Rochester and Syracuse

was a consolidation (August 1, 1850) of the Auburn and Rochester and the Auburn and Syracuse. The Auburn and Rochester, chartered in 1838, was opened in August, 1841, and the Auburn and Syracuse, chartered in 1834, was opened in June, 1838. The direct line was opened in 1853.

The Buffalo and Rochester

was a consolidation (December 7, 1850) of the Attica and Buffalo and the Tonawanda. In 1852 this company opened a direct road from Buffalo to Batavia, keeping that part of the Attica and Buffalo line between Attica and Batavia as a branch. The Attica and Buffalo was chartered in 1836 and opened in 1842, and the Tonawanda, chartered in 1832, was opened in 1842.

The Rochester, Lockport and Niagara Falls

was originally the Lockport and Niagara Falls, chartered in 1834 and opened in 1838. In December, 1850, the Rochester, Lockport and Niagara Falls Railroad Company was organized and rebuilt the road.

The Buffalo and Lockport

filed articles April 27, 1852, and was in progress at the date of consolidation. The road was opened in 1854.

The following roads were leased and subsequently merged in the consolidation, viz.:

The Rochester and Lake Ontario in 1855.

The Buffalo and Niagara Falls in 1855.

The Lewiston in 1855.

The Saratoga and Hudson River in 1867.

The capital stock of the consolidated company was issued at par in exchange for that of the lessor companies, respectively, under authority of acts of the Legislature.

The Saratoga and Hudson River Railroad

was leased on November 2, 1881, to the New York, West Shore and Buffalo Railway Company for 475 years, the rental for the entire period having been commuted for $400,000.

The Niagara Bridge and Canandaigua Railroad.

originally the Canandaigua and Niagara Falls, filed articles March 1, 1851, was opened April 1, 1854, and leased to the New York Central Company September 1, 1853, at six per cent. on $1,000,000 stock. The entire capital stock has since been purchased by, and the road merged with that of the New York Central and Hudson River Railroad Company.

THE HUDSON RIVER RAILROAD COMPANY.

This company was chartered May 12, 1846, and road opened through its entire length from New York to East Albany October 3, 1851.

Previous to the consolidation of the Hudson River railroad with the New York Central railroad, it had leased the Troy and Greenbush railroad, running from Troy to Greenbush, which road was chartered in January, 1845, and leased to the Hudson River Railroad Company June 1, 1851, for seven per cent. on $275,000 capital stock. The lease runs during the time of the charter or any extension thereof. The lease was assumed by the New York Central and Hudson River railroad Company on consolidation.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company has added to it the following lines, viz.:

The New York and Harlem Railroad,

chartered April 25, 1831, and corporate existence extended December 28, 1874, 500 years, from April 16, 1889, leased its steam portion running from Forty-second street, New York city, to Chatham (lease dated April 1, 1873, and expires April 1, 2274); the annual rent paid being interest on its funded debt, and eight per cent. on its capital stock. This lease covers the New York and Mahopac railroad, chartered March 7, 1871, and lease dated June 17, 1872, from Golden's Bridge to Lake Mahopac, seven miles, the rent being nominal, as the whole of its capital was owned by the New York and Harlem Railroad Company and transferred under the lease. Lease expires December 31, 1971.

The Spuyten Duyvil and Port Morris Railroad,

connecting the New York and Harlem railroad with the New York Central and Hudson River railroad at Spuyten Duyvil, a distance of six miles, chartered April 24, 1867, lease dated November 1, 1871, and expires December 31, 1970. Annual rent, 8 per cent. on $989,000, cost of the road.

The Dunkirk, Allegheny Valley and Pittsburg Railroad,

lease dated January 3, 1873, expires December 1, 2373. Annual rent is interest on $3,900,000 bonds, at 7 per cent., and 1½ per cent. on 13,000 shares of stock.

The Syracuse Junction Railroad

was built by the New York Central and Hudson River railroad to take the two freight tracks of its four-track system around the city of Syracuse. It was leased to the New York Central and Hudson River Railroad Company April 10, 1875, as a legal formality, and subsequently absorbed under authority of law.

The Junction (Buffalo) Railroad

was built by the New York Central and Hudson River railroad to connect its main lines between East Buffalo and North Buffalo. It was leased April 10, 1875, and absorbed by the New York Central and Hudson River Railroad Company in the same manner as the Syracuse Junction railroad.

The Geneva and Lyons Railroad

was built by the New York Central and Hudson River railroad to connect Geneva, on the Auburn branch, with Lyons, on the main line, a distance of 14 miles, and has been leased and absorbed under authority of law.

The Two Hudson River Bridges,

crossing the Hudson river between East Albany and Albany, are owned nominally by a separate organization called the "Hudson River Bridge Company." This ownership is vested in the New York Central and Hudson River Railroad Company three-fourths, and the Boston and Albany Railroad Company one-fourth. Except for foot passengers the bridges are used exclusively for railroad purposes. Each company pays proportionately for expenses of maintenance and operating.

The Troy Union Railroad

is a line used jointly by lines terminating at the city of Troy, and runs into a union passenger station. The line was chartered in 1851, and originally owned by the city of Troy, but was disposed of to the railroad companies—one-half to the New York Central and Hudson River Railroad Company, one-fourth to the Troy and Boston Railroad Company, and one-fourth to the Rensselaer and Saratoga Railroad Company. Each company pays its proportion of maintenance and operating, and runs its own trains over the road.

The West Shore Railroad Company

was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, being chapter 480 of the Laws of 1874, and any acts amendatory thereof or supplemental thereto.

Under judgment of foreclosure against the New York, West Shore and Buffalo Railway Company, the property and franchises of said company were sold at public sale on the 24th day of November, 1885, and on the 5th day of December, 1885, were duly conveyed to the purchasers, J. Pierpont Morgan, Chauncey M. Depew and Ashbel Green, joint tenants.

On the 5th day of December, 1885, said purchasers organized the West Shore Railroad Company, and on the same day conveyed certain portions of the property and franchises so acquired to the West Shore Railroad Company.

Under date of December 5, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company for 475 years from January 1, 1886, with the privilege of further term of 500 years, at an annual rental of the full amount of interest at 4 per cent. per annum, as it matures upon outstanding bonds, secured by a first mortgage not exceeding $50,000,000 of principal.

The lease of the West Shore railroad to the New York Central and Hudson River Railroad Company was ratified by the Legislature of the State of New Jersey.

The Syracuse, Ontario and New York Railway Company was formed by articles of association filed in the office of the Secretary of State of the State of New York, on the 20th day of June, 1883.

This last-named company subsequently acquired by agreement of purchase the railroad which had been sold under foreclosure, formerly belonging to the Syracuse, Chenango and New York Railroad Company, extending from the city of Syracuse, in Onondaga county, to the village of Earlville, in Madison county.

From the 1st day of July, 1890, this railroad was operated as the Chenango branch of the West Shore railroad, and on the 2d day of April, 1891, the railroad and property of the Syracuse, Ontario and New York Railway Company was formally leased, for the term of its corporate existence, to the West Shore Railroad Company. On July 2, 1891, the entire capital stock of the Syracuse, Ontario and New York Railway Company was surrendered to the West Shore Railroad Company, and the former company was formally absorbed by the latter, under authority of law.

The New Jersey Junction Railroad Company

was organized February 27, 1886, under the Laws of the State of New Jersey. It has completed a double-track railroad connecting the West Shore railroad with the trunk lines terminating at and near Jersey City, extending from Weehawken to a junction with the Pennsylvania railroad at Jersey City—distance, 4.35 miles—and a branch to a junction with same road near Harsimus Cove—0.24 miles.

Railroad and property leased, with consent of the Legislature of the State of New Jersey, to the New York Central and Hudson River Railroad Company for 100 years from July 1, 1886, with a privilege of a further term of 100 years, at an annual rental of the full amount of interest at 4 per cent. per annum, as it matures on its outstanding bonds.

The road was opened for through business for freight trains in May, 1887, and for passenger trains in June, 1887.

The Beech Creek Railroad Company

was organized June 29, 1886, as the successor of the Beech Creek, Clearfield and Southwestern Railroad Company, sold under foreclosure June 4, 1886. Beech Creek, Clearfield and Southwestern Railroad Company was organized March 20, 1883, by change of name from the Susquehanna and Southwestern Railroad Company. This latter company was chartered

August 12, 1882, to operate a line of railroad extending from Williamsport, Pa., to the southern line of Clearfield county, about 100 miles.

Under date of December 15, 1890, the Beech Creek railroad was leased to the New York Central and Hudson River Railroad Company, for the term of 999 years from October 1, 1890, at an annual rental of 4 per cent. per annum guaranteed interest on first mortgage bonds not exceeding $5,000,000, and an annual guaranteed dividend of 4 per cent. on capital stock amounting to $5,000,000. The lessee company also assumed the outstanding assets and liabilities of the lessor company.

The Rome, Watertown and Ogdensburg Railroad Company

was organized in 1850, by the consolidation of the Watertown and Rome Railroad Company, which was chartered April 17, 1832, opened September 18, 1851, and the Potsdam and Watertown Railroad Company, chartered February 23, 1852, and opened June, 1857.

The Rome, Watertown and Ogdensburg railroad has added to it by consolidation the following railroads:

The Lake Ontario railroad, chartered as the Lake Ontario Shore Railroad Company, March 17, 1858, opened to Ontario in 1873, sold under foreclosure September 22, 1874, reorganized as the Lake Ontario Railroad Company and consolidated with the Rome, Watertown and Ogdensburg railroad, January 15, 1875.

The Syracuse and Northern railroad, chartered February 25, 1868, under the name of the Syracuse Northern Railroad Company, and opened in 1872. Sold under foreclosure in August, 1875, and reorganized as the Syracuse and Northern Railroad Company. Consolidated with the Rome, Watertown and Ogdensburg railroad, December 15, 1875.

The Rome, Watertown and Ogdensburg Terminal railroad, chartered June 22, 1886. Into this company were merged the Windsor Beach and Ontario railroad, chartered November 13, 1887, and the Rochester and Lake Beach railroad, chartered February 1, 1888. Consolidated with the Rome, Watertown and Ogdensburg railroad, April 28, 1890.

The Norwood and Montreal railroad, chartered March 1, 1884, and consolidated with the Rome, Watertown and Ogdensburg railroad, August 7, 1889.

The Syracuse, Phœnix and Oswego railroad, chartered March 1, 1885. This company and the Fulton and Oswego railroad, chartered December 18, 1885, were consolidated under the title of the first-named company April 22, 1886. Consolidated with the Rome, Watertown and Ogdensburg railroad, August 7, 1889.

The following named roads are leased to the Rome, Watertown and Ogdensburg Railroad Company:

The Oswego and Rome railroad, chartered April 1, 1869, and opened January 1, 1866. The rental, under modified lease of March 2, 1891, is 7 per cent. on $350,000 first mortgage bonds, and 5 per cent. on second mortgage bonds not exceeding $400,000.

The Niagara Falls Branch railroad, chartered December 24 1875, leased September 21, 1881, at a rental of 7 per cent. on its capital stock of $250,000.

The Utica and Black River railroad, chartered May 9, 1861, completed to Philadelphia in February, 1873. The following companies were consolidated with the Utica and Black River Railroad Company:

The Black River and Morristown railroad, chartered March 22, 1870, consolidated August, 1883.

The Ogdensburg and Morristown railroad, chartered August 16, 1876, consolidated January 29, 1886.

The Clayton and Theresa railroad, chartered February, 1871, consolidated January 29, 1886.

Lease of the Utica and Black River railroad, dated April 14, 1886, provides for a cash rental of $4,500 annually, an annual dividend of 7 per cent. on capital stock of $2,223,000 and interest on $1,950,000 mortgage bonds.

The Carthage, Watertown and Sacketts Harbor railroad, chartered February 5, 1879, leased to the Utica and Black River Railroad Company, which lease is now assigned to the Rome, Watertown and Ogdensburg railroad at a rental of 37½ per cent. of gross earnings.

The Rome, Watertown and Ogdensburg railroad, and its leased lines, were leased to the New York Central and Hudson River Railroad Company, March 14, 1891, the considerations being an annual cash rental of $15,000, to be reduced after April 1, 1901, to $7,000, a guaranteed dividend of 5 per cent. per annum on the capital stock, and all interest, as it matures, on outstanding mortgage bonds; the lessee company also assumed all rentals due by the lessor company.

The Mohawk and Malone Railway Company.

Organized June 22, 1892, by the consolidation of the Herkimer, Newport and Poland railroad, the Herkimer, Newport and Poland Extension railroad and the St. Lawrence and Adirondack railroad, and leased to the New York Central and Hudson River Railroad Company, May 1, 1893, during the term of its corporate existence, the consideration being a guarantee of the principal and interest of 4 per cent. first mortgage bonds not exceeding $2,500,000.

The Herkimer, Newport and Poland railroad was chartered June 29, 1880, as a narrow gauge railroad. Under authority of the Legislature passed March 16, 1891 (chapter 78 of the Laws of 891 of the State of New York), the gauge was changed to standard.

The Herkimer, Newport and Poland Extension railroad, between Poland and Remsen, and the St. Lawrence and Adirondack railroad, between Remsen and Malone, were organized October 1, 1891, by a reorganization in two divisions of the Mohawk and Adirondack railroad, extending from Poland to Malone.

The Mohawk and Adirondack railroad was chartered May 5, 1891.

The Carthage and Adirondack Railway Company.

Chartered March 28, 1883, and leased to the New York Central and Hudson River Railroad Company May 1, 1893, the consideration being 4 per cent. per annum upon mortgage bonds not exceeding $,600,000, and the guarantee of the principal of said bonds.

The Gouverneur and Oswegatchie Railroad

is leased and operated by the New York Central and Hudson River Railroad Company, under an agreement dated July 8, 1892, by the terms of which the lessee company guarantees the payment of the principal and interest of the bonds of the lessor company to an amount not exceeding $300,000.

The New York and Putnam Railroad Company

was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to amend the Stock Corporation Law," passed May 18, 1892, being chapter 688 of the Laws of 1892, and also an act entitled "An act in relation to railroads, constituting chapter 39 of the General Laws," approved June 7, 1890, being chapter 565 of the Laws of 1890, and any acts amendatory thereof and supplemental thereto. Under judgment of foreclosure against the New York and Northern Railway Company, the property and franchises of said company were sold December 28, 1893, and on the 12th day of January, 1894, were duly conveyed to the purchasers, J. Pierpont Morgan, J. Hood Wright and Charles H. Coster, joint tenants. On the 12th day of January, 1894, said purchasers organized the New York and Putnam Railroad Company, and on the 15th day of January, 1894 conveyed all the property and franchises so acquired to the New York and Putnam Railroad Company. Under date of January 30, 1894, the railroad property of the New York and Putnam Railroad Company was leased to the New York Central and Hudson River Railroad Company for the term of the corporate existence of the lessor company, at an annual rental of the full amount of interest at 4 per cent. per annum as it matures upon first consolidated mortgage gold bonds amounting to $5,000,000 of principal.

The New York and Northern Railway Company was organized October 11, 1887, after the sale under foreclosure of the New York City and Northern Railroad Company, and by consolidation with the Yonkers Rapid Transit Railway Company and the Yonkers Rapid Transit Company, New York division. The New York City and Northern Railroad Company was organized February 18, 1878, and acquired, under lease dated March 1, 1878, the property of the New York, Westchester and Putnam Railway Company. Under date of May 1, 1890, the New York and Northern Railway Company also acquired under lease the property of the West Side and Yonkers railway. The New York, Westchester and Putnam railway was chartered July 3, 1877, as the successor by organization of a part of the New York, Boston and Montreal railway. The West Side and Yonkers Railway Company was chartered July 21, 1879. The Yonkers Rapid Transit Company, New York division, was chartered June 4, 1881. The Yonkers Rapid Transit Railway Company was chartered June 8, 1880.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	1,000,000	$100,000,000 00
Total now outstanding	942,784	94,278,400 00

Number of stockholders 11,760

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST Rate.	INTEREST When payable.	Amount authorized.	Amount outstanding.
			p.c.			
First mortgage bonds	Jan 1, 1873	30	7	Jan. and July	$30,000,000 00	$30,000,000 00
First mortgage sterling	Jan. 1, 1878	30	6	Jan. and July	£2,000,000 00	9,733,333 33
Debenture certificates	Sept. 1, 1884	20	5	March & Sept	$10,000,000 00	10,000,000 00
Debenture certificates	Sept. 1, 1889	15	5	March & Sept	1,000,000 00	1,000,000 00
Debenture certificates	June 1, 1890	15	4	June and Dec	15,000,000 00	10,794,000 00
New York Central R. R.:						
Extended debt certificates	May 1, 1853	*30	4	May and Nov.	6,450,000 00	6,450,000 00
Total					$72,183,333 33	$67,977,333 33

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$7,304 07	$21,764,938 83
Bridges	9,394 10	3,126,437 84
Superstructure (including ties and rails)	16,684 83	31,777,602 42
Land, land damages and fences	12,371 02	17,931,992 81
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	117,211 84	15,672,018 59
Engineering expenses	.....	3,02[illegible],042 72
Purchase of constructed road	.....	5,492,709 06
Block signal system	158,301 53	169,013 01
Consolidation certificates, representing cost of road to this company	.....	31,157,904 00
Total cost of road	$326,272 39	$130,853,709 28
EQUIPMENT.		
Locomotives	.....	$6,128,500 00
Passenger, mail, baggage and express cars	$96,756 96	4,670,456 96
Freight and other cars	.....	14,858,790 88
Barges, floats and tugs	20,351 00	956,551 00
Total cost of equipment	$116,807 96	$26,614,298 84
Grand total cost of road and equipment	$478,080 35	$157,468,008 12

* Extended 10 years from 1883, and 12 years additional from 1893.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Construction.

Tracks and sidings sundry points	$68,988 90
New bridges at East Albany and Suspension Bridge	9,399 10
Block signals from Spuyten Duyvil to Buffalo (balance)	158,301 53
New freight and passenger stations	14,834 95
Water and fuel stations	102,376 89
Land at various points	12,371 02
Total construction	$361,272 39

Equipment.

Seven dining and buffet cars	$96,456 96
One tug	20,351 00
Total equipment	$116,807 96
Total	$478,080 35

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$41,082,648 26
Less operating expenses (excluding all taxes)		27,980,981 96
Net earnings from operation		$13,101,666 30
Income from other sources, as follows, viz.:		
Telegraph	$14,704 41	
Interest	680,642 94	
Rents	1,767,811 46	
Miscellanous	132,394 20	
		2,595,552 31
Gross income from all sources		$15,697,218 61
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$3,923,426 66	
Rentals	5,745,235 63	
Taxes on property used in operation of road	1,527,424 20	
Taxes on earnings and capital stock	106,656 94	
General interest	291,289 42	
Reserved for redemption of 4 per cent. debentures	300,000 00	
		11,894,732 84
Net income from all sources		$3,802,485 77
Payments from net income, as follows, viz.:		
Dividends declared, 5 per cent., as follows:		
October 16, 1893, 1¼ per cent. on 894,283 shares of stock	$1,117,853 75	
January 15, 1894, 1¼ per cent. on 894,283 shares of stock	1,117,853 75	
April 16, 1894, 1¼ per cent. on 939,761 shares of stock	1,174,701 25	
July 16, 1894, 1¼ per cent. on 942,734 shares of stock	1,178,417 50	
		4,588,826 25
Deficit for year ending June 30, 1894		$786,340 48

General Income Account.

Deficit for year ending June 30, 1894	$786,340 48
Surplus up to June 30, 1893	13,648,223 90
Total surplus June 30, 1894	$12,861,883 42

DETAILED STATEMENT OF RENTALS.

New York and Harlem Railroad:

Twelve months' interest at 7 per cent. on $12,000,000 consolidated mortgage bonds		$840,000 00	
Dividend of 8 per cent. on 200,000 shares of stock ($50 per share)		800,000 00	
New York State tax on capital stock	$19,599 74		
Less rebate of amount overpaid in previous years	3,583 06		
		16,016 68	
			$1,656,016 68

Spuyten Duyvil and Port Morris Railroad:

Dividend of 8 per cent. on 9,890 shares of stock	$79,120 00	
New York State tax on capital stock	1,978 00	
		81,098 00

Troy and Greenbush Railroad:

Twelve months' rental; 7 per cent. on $275,000 capital stock	$19,250 00	
New York State tax on capital stock	480 20	
		19,730 20

Dunkirk, Allegheny Valley and Pittsburg Railroad:

Twelve months' interest at 7 per cent. on $1,600,000 Dunkirk, Warren and Pittsburg railway bonds	$112,000 00	
Twelve months' interest at 7 per cent. on $1,300,000 Warren and Venango railroad bonds	91,000 00	
Dividend of 1½ per cent. on 13,000 shares of stock	19,500 00	
Organization expenses	500 00	
		$223,000 00

West Shore Railroad:

Twelve months' interest at 4 per cent. on $50,000,000 bonds	$2,000,000 00	
New York State tax on capital stock	14 42	
		2,000,014 42

New Jersey Junction Railroad:

Twelve months' interest at 4 per cent. on $1,700,000 bonds		68,000 00

Rome, Watertown and Ogdensburg Railroad:

Cash rental		15,000 00
Twelve months' interest at 7 per cent. on $500,000 Syracuse Northern bonds	$35,000 00	
Twelve months' interest at 6 per cent. on $100,000 Oswego R. R. bridge bonds	6,000 00	
Twelve months' interest at 6 per cent. on $175,000 Syracuse, Phœnix and Oswego bonds	10,500 00	
Twelve months' interest at 6 per cent. on $417,800 Watertown and Rome bonds	25,068 00	
Twelve months' interest at 5 per cent. on $9,076,000 R., W. & O. first consolidated mortgage bonds	453,800 00	
Twelve months' interest at 5 per cent. on $130,000 Norwood and Montreal bonds	6,500 00	
Twelve months' interest at 5 per cent. on $375,000 R., W. & O. Terminal bonds	18,750 00	
		555,618 00
Twelve months' interest on bonds and mortgages on real estate	$3,066 39	
Twelve months' rental of equipment under lease	21,242 04	
New York State tax on capital stock	13,484 77	
		36,793 20
Dividend at 5 per cent. on $9,500,000 capital stock	$475,000 00	
Dividend at 5 per cent. on $500,000 capital stock (1½ months)	3,125 00	
		478,125 00

Rental of Niagara Falls Branch Railroad:

Twelve months' dividend at 7 per cent. on $250,000 capital stock	$17,500 00	
New York State tax on capital stock	437 50	
		17,937 50

Rental of Oswego and Rome Railroad:

Twelve months' interest at 7 per cent. on $350,000 first mortgage bonds	$24,500 00	
Twelve months' interest at 5 per cent. on $400,000 second mortgage bonds	20,000 00	
New York State tax on capital stock	84 37	
		44,584 37

Rental of Utica and Black River Railroad:

Cash rental	$4,500 00	
Twelve months' interest at 4 per cent. on $1,250,000 first mortgage bonds	50,000 00	
Six months' interest at 4 per cent. on $500,000 first mortgage bonds	10,000 00	
Six months' interest at 7 per cent. on $500,000 Black River and Morristown bonds, matured December 31, 1893	17,500 00	
Twelve months' interest at 7 per cent. on $200,000 Clayton and Theresa bonds	14,000 00	
Twelve months' dividend at 7 per cent on $2,223,000 capital stock	155,610 00	
New York State tax on capital stock	3,890 25	
		255,500 25

Rental of Carthage, Watertown and Sacketts Harbor Railroad:

Thirty-seven and one half per cent. of gross earnings for the year ended June 30, 1894	$54,790 17	
New York State tax on capital stock	731 02	
		55,521 19

Mohawk and Malone Railway:

Twelve months' interest at 4 per cent on $2,500,000 first mortgage 4 per cent. gold bonds	$100,000 00	
New York State tax on capital stock	6 75	
		100,006 75

Carthage and Adirondack Railway:

Twelve months' interest at 4 per cent. on $1,100,000 first mortgage bonds	$44,000 00	
New York State tax on capital stock	75	
	$44,000 75	

Less amount of profit from the operation of the Carthage and Adirondack railway in May and June, 1893, applicable to payment of interest on bonds	$7,767 35	$36,233 40
Gouverneur and Oswegatchie Railroad:		
Twelve months' interest at 5 per cent. on $300,000 first mortgage bonds		15,000 00
New York and Putnam Railroad:		
Five months' interest at 5 per cent. on $1,200,000 New York and Northern first mortgage bonds	$25,000 00	
Five months' interest at 4 per cent. on $3,376,000 New York and Putnam first consolidated 4 per cent. mortgage bonds	56,266 66	
Three months' interest at 4 per cent. on $649,000 New York and Putnam first consolidated 4 per cent. mortgage bonds	6,490 00	
		87,756 66
Total rental of leased lines		$5,745,935 68

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$18,081,258 89			
Freight, local	6,023,250 58			
		.....	$24,104,509 47	$24,104,509 47
Passengers, through	$4,092,872 27			
Passengers, local	9,699,844 76			
		$13,792,717 03	.....	13,792,717 03
Mail		1,554,020 68	.....	1,554,020 68
Express		1,272,838 63	.....	1,272,838 63
Miscellaneous, as follows, viz.:				
Excess baggage and storage	$ 19,160 29			
Weehawken ferries	10,414 60			
Hudson River bridges	14,933 98			
Milk tickets	23,583 86			
Parcel receipts	24,469 74			
Westcott express	9,000 00			
		358,562 47		358,562 47
Total gross earnings		$16,978,138 81	$24,104,509 47	$41,082,648 28

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$1,522,799 60	$1,405,661 16	$2,928,460 76
Steel rails laid, 16,864.5 tons; cost, $270,291.11			
Repairs of roadbed	146,589 99	135,318 84	281,908 83
Repairs of bridges (including culverts and cattle guards)	167,939 78	155,021 34	322,961 12
Repairs of stations, shops, docks, etc	243,220 23	217,274 80	460,495 03
Repairs of fences	75,401 12	69,601 04	145,002 16
Other expenses for maintenance of way and structures	107,408 83	99,146 61	206,555 44
Total	$2,263,359 55	$2,082,018 79	$4,345,378 34
Maintenance of equipment:			
Repairs of locomotives	$564,713 00	$878,244 32	$1,442,957 32
Repairs of cars	630,315 98	1,411,649 36	2,041,965 34
Repairs of machinery and tools	79,182 55	73,091 59	152,274 14
Other expenses for maintenance of equipment	343,707 02	204,607 42	548,314 44
Total	$1,617,918 55	$2,567,592 69	$4,185,511 24
Conducting transportation:			
Wages of conductors and men	$676,988 46	$1,119,901 54	$1,796,890 00
Wages of engineers and firemen	958,090 26	1,838,917 53	2,797,007 79
Fuel for locomotives	1,106,912 67	1,774,071 44	2,880,984 11
Oil and waste	116,845 49	107,857 37	224,702 86
Water supply	96,083 11	88,692 10	184,775 21
Other train supplies or expenses	60,652 02	154,946 32	215,598 34
Wages of station agents and clerks	234,135 25	753,619 57	987,754 82
Wages for labor at stations	375,620 22	1,744,710 60	2,120,330 82
Station supplies	40,022 96	49,850 39	89,873 35
Wages of watchmen, flagmen and switchmen	414,890 96	660,522 44	1,075,413 40
Other expenses for conducting transportation	428,810 70	2,031,823 16	2,460,633 86
Total	$4,609,052 10	$10,324,912 46	$14,933,964 56

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$429,938 91	$476,659 23	$906,598 14
General office expenses and supplies	24,420 05	22,541 59	46,961 64
Stationery and printing	93,960 56	98,106 88	192,067 44
Outside agencies and advertising	31[illegible],156 68	61[illegible],642 86	952,799 54
Legal expenses	74,896 49	69,185 23	144,081 72
Loss and damage of freight and baggage	2,0[illegible]3 85	168,4[illegible]7 80	170,421 65
Damage to cattle and property	15,09[illegible] 40	29,7[illegible]9 98	44,812 38
Injuries to persons	329,0[illegible]7 99	159,539 64	488,567 63
Telegraph maintenance and operation	163,926 21	221,502 50	385,428 71
Mileage of cars of other companies (debit balance)	*35,492 06	932,183 01	896,640 93
Other general expenses	132,300 00	155,498 06	287,798 06
Total	$1,571,241 06	$2,944,886 78	$4,516,127 84
Grand total operating expenses	$10,061,571 26	$17,9[illegible]9,410 72	$27,960,981 98

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$130,853,709 28
Cost of equipment		26,614,296 84
Other permanent investments, as follows, viz.:		
Stock of other companies	$6,518,281 10	
Bonds of other companies	3,314,2[illegible]4 72	
Special equipment	4,806,464 31	
Advances for construction	5,527,736 49	
		20,166,746 62
Current assets, as follows, viz.:		
Cash on hand	$5,131,796 97	
Due by agents	1,680,131 94	
Open accounts	5,509,662 39	
Materials and supplies	2,601,154 04	
		14,922,745 34
		$192,557,500 08

LIABILITIES.

Capital stock		$94,273,400 00
Installments on subscriptions for additional capital stock		930,200 00
Funded debt		67,977,333 33
Sterling notes		3,224,382 50
Current liabilities, as follows, viz.:		
Interest on funded debt and rentals due and accrued	$3,825,337 75	
Dividends unpaid	35,552 33	
Audited vouchers and pay rolls	2,790,784 18	
Open accounts	2,458,464 82	
Interest unclaimed	25,804 10	
Past due bonds	4,790 00	
Dividend payable July 16, 1894	1,178,417 50	
		10,319,150 58
Securities acquired from lessor companies		2,814,150 00
Bonds and mortgages on real estate		157,000 00
Profit and loss (surplus)		12,861,883 42
		$192,557,500 08

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	1,090,785	22,511,458	23,602,243
Number of passengers carried one mile	220,883,948	521,708,215	742,542,163
Number of tons of freight carried	14,591,588	4,137,004	18,728,592
Number of tons of freight carried one mile	2,806,080,856	469,917,715	3,275,998,571
Passenger train mileage	9,591,072	4,783,563	14,374,635
Freight train mileage	8,958,096	4,212,878	13,170,974
All other train mileage	.....	11,815,434	11,815,434
Total train mileage	18,549,168	20,811,875	39,361,043

* Credit.

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$16,978,188 81	$10,061,571 26	$6,916,567 55
Average per passenger carried	719	426	293
Average per passenger per mile	0228	0135	0093
Average per passenger train per mile	1 18	70	48
Freight earnings and expenses (including miscellaneous earnings)	24,104,509 47	17,919,410 72	6,185,098 75
Average per ton of freight carried	1 287	957	33
Average per ton of freight per mile	0074	0055	0019
Average per freight train per mile	1 83	1 361	469

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents	Cents.
Average rate received per mile for carrying passengers, first class	1.883	1.860	1.866
Average rate received per mile for carrying passengers, second class	1.482	1.501	1.484
Average rate received per mile for carrying passengers, all classes	1.853	1.859	1.856
Average rate received per mile per ton for carrying freight, all classes	.61	1.28	.74

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from New York to Buffalo, single track	441.75	1,349.09	1,372.29	1,790.84	1,814.04
Branches or other roads, first or single track,	377.70	204.37	204.71	582.07	582.41
Total single track	819.45	1,553.46	1,577.00	2,372 91	2,396.45
Second track on main line	441.75	366.83	390.03	808.58	831.78
Second track on branches or other roads	8 .84	3.10	3.10	84.94	84.94
Total second track	523.59	369.93	393.13	893.52	916.72
Third track on main line	317.27	10.41	13.49	327.68	330.76
Fourth track on main line	286.64	10.41	11.74	297.05	298.38
Total third and fourth tracks	603 91	20.82	25.23	624.73	629.14
*Sidings and turnouts on main line	842.97	442.47	495.21	1,285.44	1,338.18
Grand total of tracks, sidings and turnouts	2,789.92	2,386.68	2,490.57	5,176.60	5,280.49
Laid with steel rail, main line	1,487.41	1,727.66	1,787.55	3,274.96	3,274.96
Laid with steel rail, branches or other roads,	459.54	193.21	201.65	657.75	661.19
Laid with iron rail, branches or other roads,	.....	6.16	6.16	6.16	6.16

Average life of rails—steel, 12-20 years; average life of ties, 8-10 years; weight of rails per yard—steel, maximum, 100 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

* Sidings and turnouts on branches or other roads included in second track.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State, miles.	Entire length miles	Owned or Leased	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Troy & Schenectady.	Troy.....	Schenect'dy.	21.00	21.00	Owned.	.....	21.00	.....
Auburn branch.....	Syracuse	Rochester....	104.00	104.00	Owned.	.....	104.00	.....
Batavia and Attica..	Batavia	Attica	11.00	11.00	Owned.	.....	11.00	.....
Can. and Niag. Falls.	Canandaigua	Niag'ra river	87.58	87.58	Owned.	.....	87.58	.....
Roch., Lock. & N. F.	Rochester ...	Niag'ra Falls	74.75	74.75	Owned.	29.82	74.75	.....
Lockport & Tonaw'a.	Lockport Jc.	N. Tonaw'da.	12.25	12.25	Owned.	.....	12.25	.....
Charlotte branch....	Rochester Jc.	Charlotte....	6.88	6.88	Owned.	6.58	6.88	.....
Lewiston branch....	Buffalo.....	Lewiston	30.29	30.29	Owned.	28.54	30.29	.....
Buffalo Junction.....	East Buffalo.	No. Buffalo..	7.67	7.67	Owned.	7.67	7.67	.....
Geneva and Lyons...	Geneva	Lyons	14.00	14.00	Owned.	6.00	14.00	.....
Syracuse Junction...	DeWitt.....	Geddes	8.28	8.28	Owned.	8.28	8.28	.....
Total	.....	.....	377.70	377.70	.....	81.84	377.70	.....
Troy and Greenbush.	Troy.	Greenbush...	6.00	6.00	Leased.	6.00	6.00	.....
Spuy't Duyvil & P. M.	Spuyt'n D'v'l	Harlem R.R. Junction..	6.04	6.04	Leased.	6.04	6.04	.....
New York & Harlem.	New York...	Chatham	129.96	129.96	Leased.	22.44	129.96	.....
N. Y. and Mahopac.	Golden's B'ge	Lake Mah'p'c	7.09	7.09	Leased.	.....	7.09	.....
Port Morris.....	162d streat...	Port Morris..	1.85	1.85	Leased.	.....	1.85	.....
West Shore.....	Weehawken.	Buffalo.....	406.15	425.00	Leased.	341.29	406.15	.....
Rockland Lake br.	Congers	Rockl'd Lake	1.15	1.15	Leased.	.....	1.15	.....
Athens branch.....	Coxsackie....	Athens.....	6.16	6.16	Leased.	.....	.....	6.16
Albany branch.....	Ravena	Kenw'd Jun.	11.04	11.04	Leased.	.....	11.04	.....
Fullers branch.....	Fullers	Athens Jun..	5 07	5.07	Leased.	.....	5.07	.....
Chenango branch..	Syracuse	Earlville.....	45.49	45.49	Leased.	.....	45.49	.....
Buffalo Creek br...	Buffalo.....	Buffalo Cr'k.	1.29	1.29	Leased.	.. ..	1.29	.....
New Jersey Junction	Weehawken.	Jersey City..	.....	4.35	Leased.	4.35	.....	.....
Harsimus branch..	N. J. J. R. R..	Penn. R. R...	....	.34	Leased.	.....	.....	.....
Rome, Watertown & Ogdensburg.....	Massena Spgs	Lewist'n Jun	302.87	302.87	Leased.	4.71	302.87	.....
Lewiston branch...	Lewiston	Lewist'n Jun	3.60	3.60	Leased.	.....	3.60	.....
R., W. & O. Ter. R..	Rochester ...	Ontario B'ch.	8.37	8.37	Leased.	.....	8.37	.....
Syracuse, Ph. & O..	Woodard Jc.	Fulton.....	17.11	17.11	Leased.	.....	17.11	.....
Cape Vincent bran.	Watert'n Jc..	Cape Vin'ct..	24.20	24.20	Leased.	.....	24.20	.....
DeKalb branch.....	DeKalb Jc...	Ogdensburg..	19.00	19.00	Leased.	.....	19.00	.....
Syracuse branch...	Syracuse	Pulaski.....	37.40	37.40	Leased.	.....	37.40	.....
Utica & Black Riv.	Utica.....	Ogdensburg.	133.94	133.94	Leased.	.....	133.94	.....
Clayton branch....	Theresa Jc...	Clayton.....	15.87	15.87	Leased.	.....	15.87	.....
Oswego and Rome.	Oswego.....	Richland	28.49	28.49	Leased.	.....	28.49	.....
Niagara Falls bran.	Lewiston Jc.	Susp'n B'ge..	8.74	8.74	Leased.	.....	8.74	.....
Carthage, Watert'n & Sacketts Har...	Carthage.....	Sacketts Har	29.59	29.59	Leased.	.....	29.59	.....
Mohawk and Malone	Herkimer....	Malone.....	173.10	173.10	Leased.	.....	173.10	. ...
Prospect branch...	Prospect. ...	Gang Mills...	2.80	2.80	Leased.	.....	2.80	.....
Saranac Lake bran.	Saranac.....	Saranac L'ke	5.60	5.60	Leased.	.....	5.60	.....
Gouverneur & Oswegatchie.....	Gouverneur..	Edwards.....	13.05	13.05	Leased.	.....	13.05	.....
Carthage & Adirondack.....	Carthage....	Benson Min's	43.00	43.00	Leased.	.....	43.00	.....
N. Y. & Putman.....	155th st., N. Y.	Brewsters...	54.06	54.06	Leased.	5.20	54.06	.....
Yonkers Rapid Transit	Vancortlan't	Yonkers	3.10	3.10	Leased.	3.10	3.10	.....
Mahopac Falls.....	Baldwin Pl..	Mahop'c Mi's	4.05	4.05	Leased.	.....	4.05	.....
Tivoli Hollow.... ...	W. Albany...	Lumber Y'ds Albany ...	1.23	1.23	Leased.	.....	1.23	.....
Total	.....	.....	1,553.46	1,577.00	.....	393.13	1,547.30	6.16

BRIDGES.	IN NEW YORK STATE		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	1,438	81,131.6	1,457	85,608.0
Wooden bridges	239	9,242.2	242	9,570.2
Wooden trestles	258	47,878.0	263	51,053.0
Total	1,935	141,251.8	1,962	146,231.2

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned by N. Y. C. & H. R. R. R.	Number owned and leased by lease-d lines.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	4	51	55	$10,000	.....	.....	47	41
Locomotives, 6 drivers	353	1 0	463	8.500	.....	...	443	204
Locomotives, 4 drivers	486	207	693	6,000	.....	.....	539	317
Total	843	368	1,211	.....	.....	.....	1,029	562
First class passenger cars	742	268	1,010	$5,000	78,000	20	1,010	1,010
Second class passenger cars	47	76	123	2,500	48,000	20	123	123
Baggage, mail and express cars	254	101	355	2,500	75,000	20	355	355
Total	1,043	445	1,488	.....	.....	.....	1,488	1,488
Box freight cars	19,609	9,526	29,135	400	33,000	15	10,519	24,096
Stock freight cars	862	539	1,401	350	30,0 0	15	968	917
Coal freight cars	3,509	1,213	4,722	450	30,000	15	1,121	1,745
Flat freight cars	1,832	1,453	3,285	290	22,000	15	24	1,037
Caboose, 4-wheel cars	17	34	51	250	10,000	15	.....	.....
Caboose, 8-wheel cars	341	95	436	550	30,000	15	16	146
Service cars	108	164	272	325	20,000	15	100	.....
Total	36,278	13,024	39,302	.....	.....	.....	12,751	27,941

Westinghouse, Eames and New York air brake; Janney, Ames, Gould, Dowling, Trojan, Pooley, Hinson and McKean couplers used on cars

All renewals are made with Wharton or split switches.

Miscellaneous Statistics.

ITEM.	In N. Y State.	Entire line
Road constructed and opened for business, miles	14.28	14.28
Railroads crossing road at grade	75	76
Railroads crossing road over or under grade	60	66
Highway crossings at grade without protection	1,797	1,819
Highway crossings at grade protected by gates or flagmen	605	611
Highway crossings over or under grade	361	365
Overhead obstructions less than 20 feet above track	306	3.8

Passenger cars are heated by steam from locomotives, lighted by gas chiefly, and ventilated by side deck ventilators.

American Express Company operates over road. Percentage of gross earnings paid to railroad company.

National Express operates over road also. One and one-half first-class rates paid to railroad company.

Sleeping, parlor and hotel cars run over road, owned by Wagner Palace Car Company; the railroad company provides fuel, light, ice and lubricating oil, replaces broken glass in windows, doors and ventilators, and keeps outside of cars clean. The Palace Car Company sells its own tickets at its established rates.

So-called Red Line, White Line, Blue Line, Canada Southern Line, Milwaukee and Michigan Line, Midland Line, Merchants' Despatch Transportation Company, West Shore Line, Hoosac Tunnel Line, Nickel Plate, West Shore and Boston Line, Southwest Despatch, Rome, Watertown and Ogdensburg Line and New York Despatch Refrigerator Line; fourteen in all; of the above the, M. D. T. Co has its own cars, receiving a commission on the business it contributes, which varies according to circumstances. The railroad companies comprising the other lines each contribute from their own equipment certain cars, which are lettered as belonging to the various lines; the ownership of such cars remains specific in each railroad company. As to repairs, cars in all the lines are treated by railroad companies in the same manner as ordinary cars belonging to other railroad companies.

The United States mail is carried at certain rates fixed by Congress per mile per annum, based on average weight carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	997,618	5.33
Grain	2,074,900	11.08
Meats and provisions	732,054	3.91
Live stock	704,329	3.76
Lumber	1,651,124	8.81
Pig and bar iron and steel	395,712	2.11
Iron or other ores	212,895	1.14
Coal and coke	4,889,742	26.11
Petroleum and other oils	265,494	1.42
All other manufactures	1,442,361	7.70
All other merchandise	1,596,760	8.52
All other agricultural products	1,752,471	9.36
All other articles not included above	2,013,137	10.75
Total	18,728,593	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	82	10	92
Employes	538	79	617
Others	260	253	513
Total	880	342	1,222

Average number of persons employed (including officials) during year..... 27,068
Aggregate amount of salaries and wages paid them..... $16,439,064 47

Officers of the Company.

Name.	*Title.*	*Official Address.*
CORNELIUS VANDERBILT..	Chairman Board Direc..	Grand Cent. Station, New York city.
CHAUNCEY M. DEPEW....	President.....	Grand Cent. Station, New York city.
CHARLES C. CLARKE.....	First Vice-President....	Grand Cent. Station, New York city.
HORACE J. HAYDEN.....	Second Vice-President..	Grand Cent. Station, New York city.
H. WALTER WEBB	Third Vice-President....	Grand Cent. Station, New York city.
EDWIN D. WORCESTER....	Secretary.....	Grand Cent. Station, New York city.
EDWARD V. W. ROSSITER.	Treasurer.....	Grand Cent. Station, New York city.

Directors of the Company.

Name.	*Residence.*
CORNELIUS VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city,
HORACE J. HAYDEN	New York city.
WM. K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
SAMUEL F. BARGER	New York city.
J. PIERPONT MORGAN	New York city.
SAMUEL D. BABCOCK	New York city.
WM. BLISS	Boston, Mass.
SHERMAN S. JEWETT	Buffalo, N. Y.
ERASTUS CORNING	Albany, N. Y.
GEORGE C. BUELL	Rochester, N. Y.

Title of company, New York Central and Hudson River Railroad Company.
General offices at Grand Central Station, New York; principal office at Albany.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday of April.
For information concerning this report, address John Carstensen, Comptroller.

NEW YORK CENTRAL, HUDSON RIVER AND FORT ORANGE.

(Date of charter, September 1, 1884.)

For history of organization, etc, see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	1,000	$10,000
Issued on account of construction and now outstanding	200	2,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Grading, masonry and ballast	$2,000 00
EQUIPMENT.	
Locomotives	3,000 00
Total cost of road and equipment	$5,000 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$2,136 00
Less operating expenses (excluding all taxes)	2,135 35
Net earnings from operation	$0 65
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	16 44
Deficit for year ending June 30, 1894	$15 79

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
Freight, all local	$952 00
Miscellaneous	1,184 00
Total gross earnings	$2,136 00
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of track	$60 75
Maintenance of equipment:	
Repairs of locomotives	$80 16
Conducting transportation:	
Wages of engineers and firemen	$1,258 00
Fuel for locomotives	488 00
Oil and waste	36 00
Water supply	24 00
Other train supplies or expenses	88 44
Total	$1,894 44

General expenses:	
General office expenses and supplies	$100 00
Grand total operating expenses	$2,185 35

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$2,000 00
Cost of equipment	3,000 00
Profit and loss (deficiency)	15 79
	$5,015 79

LIABILITIES.

Capital stock	$2,000 00
Current liabilities, as follows, viz.:	
Open accounts	3,015 79
	$5,015 79

Description of Road and Equipment.

TRACK.

	Feet owned, all in N. Y. State.
Main line from Castleton to Fort Orange Paper Company's mill, Schodack, laid single track	3,168

EQUIPMENT.	Number leased.	Number owned.	Average cost of each.	Maximum weight of each in lbs.
Locomotives, 6 drivers	.....	1	$3,000	67,900
First class passenger cars	1	.....	.....	.....

Officers of the Company.

Name.	*Title.*	*Official Address.*
C. C. WOOLWORTH	President	Castleton, N. Y.
C. P. WOOLWORTH	Vice-President	Castleton, N. Y.
C. C. WOOLWORTH, Jr.	Secretary	Castleton, N. Y.
J. S. GRAHAM	Treasurer	Castleton, N. Y.

Directors of the Company.

Name.	*Residence.*
C. C. WOOLWORTH	Castleton, N. Y.
J. S. GRAHAM	New York city.
F. D. KING	New York city.
S. B. WOOLWORTH	New York city.
C. C. WOOLWORTH, Jr.	Castleton, N. Y.
WM. H. BUNCE	Jersey City, N. J.
CARROLL TILTON	New York city.
HENRY E. JONES	New York city.
J. HENRY FINCH	New York city.
JOHN C. WHITEFORD	Chicago
S. C. MCKOWN	Rochester
C. P. WOOLWORTH	Castleton, N. Y.
G. P. JENKS	Castleton, N. Y.

Title of company, New York Central, Hudson River and Fort Orange Railroad Company.
General offices at Castleton, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, June 30.
For information concerning this report, address C. C. Woolworth, President.

NEW YORK CENTRAL NIAGARA RIVER.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, March 26, 1877.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	1,500	$150,000
Issued on account of construction and now outstanding	281	28,100

Number of stockholders 25

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$8,430 00
Superstructure (including ties and rails)	13,826 55
Land, land damages and fences	5,620 00
Engineering expenses	223 45
Total cost of road	$28,100 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized	2.81

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES TILLINGHAST	President and Treasurer	Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
J. TILLINGHAST	Buffalo, N. Y.
C. VANDERBILT	New York city.
S. F. BARGER	New York city.
C. M. DEPEW	New York city.
E. D. WORCESTER	New York city.
W. H. GRIMES	New York city.
J. W. TILLINGHAST	New York city.
F. D. STOW	New York city.
C. C. CLARKE	New York city.

Title of company, New York Central Niagara River Railroad Company.
General offices at Buffalo, N. Y.
For information concerning this report, address James Tillinghast, President.

NOTE.—The New York Central and Hudson River Railroad Company, for the privilege of passing cars over the tracks to and from the lumber yards and docks for the receipt and delivery of freight without expense of cartage by teams, maintain and operate the road.

NEW YORK, CHICAGO AND ST. LOUIS.

(Date of consolidation, September 27, 1887.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	140,000	$14,000,000	*160,000	$16,000,000

Grand total of common and preferred stock now outstanding	$30,000,000
Number of stockholders	703

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
† First mortgage bonds	Oct. 1, 1887	50	p.c. 4	April and Oct.	$20,000,000	$19,425,000

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Land damages	‡$665 17
Passenger and freight stations	55,760 45
Cost of road October 1, 1887, the date this company acquired its property	46,031,062 64
Total cost of road	$46,086,157 93
EQUIPMENT.	
Locomotives	$41,921 72
Freight and other cars	234,956 78
Cost of equipment October 1, 1887, the date this company acquired its property,	3,443,968 00
Total cost of equipment	$3,720,846 50
Grand total cost of road and equipment	$49,807,004 43

* 50,000 shares first preferred, 110,000 shares second preferred.
† All bonds were issued to the purchasing committee under the reorganization scheme.
‡ Credit.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$6,180,995 38
Less operating expenses (excluding all taxes)		4,952,008 34
Net earnings from operation		$1,228,987 04
Income from all other sources, as follows, viz.:		
Interest on deposits		5,600 40
Gross income from all sources		$1,234,587 44
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$778,000 00	
Rentals of terminal facilities	93,076 98	
Taxes on property used in operation of road	188,702 66	
Rental of equipment	87,500 00	
		1,147,279 59
Net income from all sources		$87,307 85
Payments from net income, as follows, viz.:		
Dividends declared, 4 per cent. on $5,000,000 preferred stock	$200,000 00	
Sinking fund contributions	99,460 20	
		299,460 20
Deficit for year ending June 30, 1894		$212,152 35

General Income Account.

Deficit for year ending June 30, 1894	$212,152 25
Surplus up to June 30, 1893	135,327 73
	$76,824 52
Discount on 100 bonds purchased under the sinking fund provisions of the first mortgage	539 80
Total deficit June 30, 1894	$76,284 32

DETAILED STATEMENT OF RENTALS.

Lake Shore and Michigan Southern	For rental of terminal facilities	$91,100 77
New York, Lake Erie and Western		714 94
Delaware Lackawanna and Western		1,161 22
Chicago and State Line		100 00
Total amount of rentals deducted from income		$93,076 93

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$3,410,961 34			
Freight, local	1,218,019 87	.....	$4,628,981 21	$4,628,981 21
Passengers, through	$861,677 44			
Passengers, local	618,071 55	$1,479,748 99	.....	1,479,748 99
Mail		28,447 67	.....	28,447 67
Express		33,063 26	.....	33,063 26
Miscellaneous		3,516 58	7,217 67	10,734 25
Total gross earnings		$1,544,796 50	$4,636,198 88	$6,180,995 38

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$77,391 55	$226,104 73	$303,496 28
Steel rails laid	23,247 91	67,920 37	91,168 28
Repairs of bridges (including culverts and cattle guards)	15,963 13	46,637 40	62,600 53
Repairs of stations, shops, docks, etc	22,340 76	47,236 92	69,577 68
Repairs of fences	3,100 52	9,058 37	12,158 89
Other expenses for maintenance of way and structures	12,553 90	36,677 09	49,230 99
Total	$154,597 77	$433,634 88	$588,232 65
Maintenance of equipment:			
Repairs of locomotives	$21,169 06	$182,961 24	$204,130 30
Repairs of cars	96,554 37	299,480 48	396,034 85
Repairs of machinery and tools	4,518 62	13,201 47	17,720 09
Other expenses for maintenance of equipment	16,752 32	48,943 09	65,695 41
Total	$138,994 37	$544,586 28	$683,580 65
Conducting transportation:			
Wages of conductors and men	$75,588 16	$287,033 83	$362,621 99
Wages of engineers and firemen	93,928 41	307,926 42	401,854 83
Fuel for locomotives	65,980 64	413,413 05	479,393 69
Oil and waste	6,121 91	32,894 30	39,016 21
Water supply	9,982 54	29,164 69	39,147 23
Other train supplies or expenses	10,358 32	2,147 59	22,505 91
Wages of station agents and clerks	84,834 07	207,843 13	292,677 20
Wages for labor at stations	14,301 04	320,592 90	334,893 94
Station supplies	6,185 61	12,754 91	18,940 52
Wages of watchmen, flagmen and switchmen	25,174 30	218,049 49	243,223 79
Other expenses for conducting transportation	28,498 77	223,209 04	251,707 81
Total	$420,953 77	$2,065,029 35	$2,485,983 12
General expenses:			
Salaries of general officers and clerks	$37,721 07	$109,774 26	$147,495 33
General office expenses and supplies	222 92	651 27	874 19
Stationery and printing	6,921 34	35,120 47	42,041 81
Outside agencies and advertising	61,732 18	244,232 68	305,964 86
Legal expenses	7,815 39	24,024 90	31,840 29
Loss and damage of freight and baggage	653 59	27,636 54	28,290 13
Damage to cattle and property	1,406 11	4,793 02	6,199 13
Injuries to persons	7,044 10	34,413 85	41,457 95
Telegraph maintenance and operation	27,739 83	77,415 78	105,155 61
Mileage of cars of other companies (debit balance)	43,335 37	408,469 90	451,805 27
Other general expenses	8,437 27	24,650 08	33,087 35
Total	$203,029 22	$991,182 70	$1,194,211 92
Grand total operating expenses	$917,575 13	$4,034,433 21	$4,952,008 34

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$46,066,157 22
Cost of equipment		3,720,846 50
Current assets, as follows, viz.:		
Cash on hand and on deposit	$320,086 34	
Bills receivable	349 63	
Due by agents	238,216 14	
Open accounts	342,757 84	
Materials and supplies	246,748 93	
Sundries	16,225 58	
		1,074,384 46
Profit and loss (deficiency)		76,284 52
		$50,957,673 70

LIABILITIES.

Capital stock		$30,000,000 00
Funded debt		19,425,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$903,290 00	
Audited vouchers and pay rolls	626,274 60	
Open accounts	102,212 40	
Rental of equipment accrued	59,000 00	
		990,777 00
Sinking fund account		541,896 70
		$50,957,673 70

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	202,729	392,818	595,547
Number of passengers carried one mile	68,799,497	34,763,783	103,563,280
Number of tons of freight carried	1,952,957	967,168	2,920,125
Number of tons of freight carried one mile	653,410,404	213,059,062	866,469,466
Passenger train mileage	430,952	756,193	1,187,145
Freight train mileage	3,344,507	364,892	3,709,399
All other train mileage	.....	.....	1,316,261
Total train mileage	.....	.....	6,229,805

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses, including mail, express and miscellaneous earnings	$1,544,796 50	$917,575 13	$627,221 37
Average per passenger carried	2 594	1 541	1 053
Average per passenger per mile	01492	00886	00606
Average per passenger train per mile	1 301	773	528
Freight earnings and expenses, including miscellaneous earnings	4,636,198 88	4,034,433 21	601,765 67
Average per ton of freight carried	1 572	1 368	204
Average per ton of freight per mile	00535	00466	00069
Average per freight train per mile	1 250	1 088	162

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	1.199	1.773	1.387
Average rate received per mile for carrying passengers, second class	1.565	1.802	1.653
Average rate received per mile for carrying passengers, all classes	1.252	1.778	1.429
Average rate received per mile per ton for carrying freight, all classes	.522	.572	.534

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State	Entire length.	Length in N. Y. State.	Entire length.
Main line authorized from Buffalo, N Y., to boundary line between Indiana and Illinois.	60.23	494.72	.....	.....	60.23	494.72
Total of other roads	.....	.....	9.44	28.30	9.44	28.30
Main line laid, first or single track	60.23	494.72	.....	.....	60.23	494.72
Other roads, first or single track	.....	.....	9.44	28.30	9.44	28.30
Total single track	60.23	494.72	9.44	28.30	69.67	523.02
Second track on main line	.....	6.24	.....	.....	.....	6.24
Second track on other roads	.....	.....	7.84	9.21	7.84	9.21
Total second track	.....	6.24	7.84	9.21	7.84	15.45
Sidings and turnouts on main line	25.72	157.22	.....	.....	25.72	157.22
Sidings and turnouts on other roads	.....	.....	.....	19.31	.....	19.31
Total sidings and turnouts	25 72	157.22	.....	19.31	25.72	176.53
Grand total of tracks, sidings and turnouts	85.95	658.18	17.28	56.82	103.23	715.00
Laid with steel rail, main line	60.23	494.72	.....	.....	60.23	494.72
Laid with steel rail, other roads	.....	.....	9.44	28.30	9.44	28.30

Weight of rails per yard – steel, maximum, 65 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State, miles.	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
New York, Lake Erie & West	In Buffalo	.....	1.60	1.60	Trk'ge Rights	....	1.60
Lake Shore & Mich. Southern	Grand Cros'ing, Ill.	Chicago, Ill	....	8.90	Trk'ge Rights	....	8.90
Chicago and State Line	The boundary line bet. the States of Ind. and Ill	Grand Cros'ing, Ill.	....	9.96	Leased	9.21	9.96
Lake Shore & Mich. Southern	A point in the village of Silver Creek, N. Y	A point in the city of Dunkirk, N.Y.	7.84	7.84	Leased	7.84	8.90

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet		*Feet.*
Iron bridges	12	1,418	39	4,630
Wooden bridges	2	70	10	900
Iron trestles	2	1,306	10	13,068
Wooden trestles	29	7,157	266	26,940
Total	45	9,951	325	45,538

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.	60	10	70	$8,091 95	167,400	10	66	5
Locomotives, 4 drivers.....	78	....	78	5,147 37	1.9,200	10	47	29
Total	188	10	148	.....	.....	....	113	34
First class passenger cars....	31	....	3'	$4,986 52	49,?00	10	31	31
Second class passenger cars..	10	...	10	3.943 63	48,600	10	10	10
Dining cars	2	....	2	16,6?7 1	100,000	....	2	2
Baggage, mail and express cars	14	....	14	3,050 05	60,400	10	14	14
Total	57	....	57	.....	.....	....	57	57
Refrigerator cars	149	....	149	$963 36	35,300	8	149	149
Box freight cars	4,?96	991	5,587	432 40	22,500	8	991	2,517
Stock freight cars	599	....	599	391 00	22,000	8	.....	296
Coal freight cars	226	....	226	295 00	18,500	8	.....	.....
Flat freight cars	987	....	987	278 00	17,500	8	.....	.....
Caboose, 8-wheel cars.....	75	....	75	565 40	27,500	8	.....	.....
Service cars.....	5	....	5	812 00	36,000	8	.....	.....
Total	6,637	991	7,628	.....	.....	....	1,140	2,962

Passenger cars are equipped with Westinghouse automatic brake and Gould coupler; freight cars with Janney, Gould and Dowling, and link and pin couplers.

Split and stub switches are in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade	5	45
Railroads crossing road over or under grade.....	1	11
Highway crossings at grade without protection.....	89	606
Highway crossings at grade protected by gates or flagmen	13	94
Highway crossings over or under grade.	7	65
Overhead obstructions less than 20 feet above track	1	20

Passenger cars are heated by Johnson heater and Erie steam heater in New York, lighted by Hicks & Smith lamp with 300° oil and ventilated by deck and doors.

National Express Company runs over line; we receive 40 per cent. of the National Express Company's gross earnings earned upon this road, provided same shall not be less per month than $100 per day, excluding Sundays; if the percentage does not equal in any one month $100 per day, excluding Sundays, then that amount shall be paid by the express company.

Sleeping and dining cars run over this road; dining cars are owned by this company; sleeping cars are owned by the Wagner and Pullman Palace Car Companies; the former is allowed one and one-half cents and the latter two cents per mile on all mileage made by these cars over this road; sleeping cars are operated and controlled by the above companies; Wagner Palace Car Company was paid $21,688.84, and Pullman Palace Car Company $.0,672.16 during the year.

Lackawanna line, Nickel Plate line, Interstate Despatch, Traders' Despatch, South West Despatch and White Line Central Transit Company run over the lines of this road.

All are co-operative lines owned by the companies over whose lines they run.

The yearly compensation allowed this company for the transportation of the mails is $28,521 27.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	119,715	4.06
Grain	429,250	14.55
Meats and provisions	291,560	9.89
Live stock	163,812	5.55
Lumber	240,828	8.16
Pig and bar iron and steel	64,197	2.18
Iron or other ores	8,797	.30
Coal and coke	495,867	16.80
Petroleum and other oils	109,984	3.73
All other manufactures	273,851	9.28
All other merchandise	102,045	3.46
All other agricultural products	341,0 4	11.56
All other articles not included above	308,905	10.48
Total	2,950,125	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employes	51	7	58
Others	6	3	9
Total	58	10	68

EMPLOYES.

Average number of persons employed (including officials) during year	3,316
Aggregate amount of salaries and wages paid them	$2,457,897 05

Officers of the Company.

Name.	*Title.*	*Official Address.*
WM. K. VANDERBILT	Chairman of the Board	New York city.
D. W. CALDWELL	President	Cleveland, O.
ALLYN COX	Treasurer and Secretary	New York city.
H. HAMMERSLEY	Assistant Treasurer	Cleveland, O.
JAMES P. CURRY	Auditor	Cleveland, O.
SAMUEL E. WILLIAMSON	General Counsel	Cleveland, O.
A. W. JOHNSTON	General Superintendent	Cleveland, O.
G. B. SPRIGGS	General Freight Agent	Cleveland, O.
B. F. HORNER	General Passenger Agent	Cleveland, O.
JOHN MACKENZIE	Superintendent of Motive Power	Cleveland, O.

Directors of the Company.

Name.	*Residence.*
WM. K. VANDERBILT	Oakdale, L. I.
CORNELIUS VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
H. M. K. TROMBLY	New York city.
JOHN S. KENNEDY	New York city.
JAMES A. ROOSEVELT	New York city.
CHAUNCEY M. DEPEW	New York city.
FRED P. OLCOTT	New York city.
ALLYN COX	Yonkers, N. Y.
D. W. CALDWELL	Cleveland, O.
SAMUEL E. WILLIAMSON	Cleveland, O.
RALPH W. HICKOX	Cleveland, O.
CHARLES M. REED	Erie, Pa.

Title of company, The New York, Chicago and St. Louis Railroad Company.
General offices at Cleveland, O.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Wednesday in May.
For information concerning this report, address James P. Curry, Auditor.

NEW YORK AND CONEY ISLAND.

LESSOR.

LESSEE — PROSPECT PARK AND CONEY ISLAND.

(Date of charter, February 5, 1879.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	1,000	$100,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Grading and masonry	$5,396 70
Ballast	11,053 85
Bridges	15,003 66
Superstructure (including ties)	12,636 63
Rails	4,229 99
Land	2,868 52
Land damages	8,793 75
Shops, machinery and tools	3,048 39
Telegraph line	283 97
Docks and wharves	7,363 37
Total cost of road	$70,677 83
EQUIPMENT.	
Locomotives	$10,670 00
Passenger cars	18,671 19
Total cost of equipment	$29,341 19
Grand total cost of road and equipment	$100,019 02

Income Account for Year Ending June 30, 1894.

Income all sources, as follows, viz.:		
Rent from Prospect Park and Coney Island Railroad Company, under lease		$5,462 50
Payments from as follows, viz.:		
Dividends declared, 4½ per cent. on $89,500 common stock	$3,712 50	
Dividends declared, 10 per cent. on $17,500 common stock	1,750 00	
		5,462 50

General Income Account.

Total surplus June 30, 1894	$983 89

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$70,677 83
Cost of equipment	29,341 19
Current assets, as follows, viz.:	
Cash on hand with the Prospect Park and Coney Island railroad	964 87
	$100,983 89

LIABILITIES.

Capital stock	$100,000 00
Profit and loss (surplus)	963 89
	$100,963 89

Description of Road.	Miles, all in N. Y. State.
Main line from West Brighton depot of Prospect Park and Coney Island railroad to Coney Island Point, single track	2.41

Officers of the Company.

Name.	*Title.*	*Official Address.*
ANDREW R. CULVER	President	166 Montague st., Brooklyn, N. Y.
ALLAN C. WASHINGTON	Treasurer and Secretary	166 Montague st., Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
ANDREW R. CULVER	Brooklyn, N. Y.
ALLAN C. WASHINGTON	New York city.
AUSTIN CORBIN	New York city.
SIDNEY WEBSTER	New York city.
FRALEY C. NIEBUHR	Brooklyn, N. Y.
THEODORE B. MOORE	New York city.
E. FRANK COE	New York city.

Title of company, New York and Coney Island Railroad Company.
General offices at 166 Montague street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in September.
For information concerning this report, address Andrew R. Culver, President.

NEW YORK, LACKAWANNA AND WESTERN.

LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, August 26, 1880.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	100,000	$10,000,000
Issued for actual cash	505	$50,500
Issued on account of construction	99,495	9,949,500
Total now outstanding	100,000	$10,000,000

Number of stockholders 962

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p c.			
*First mortgage	Dec. 31, 1880	40	6	Jan. & July	$12,000,000	$12,000,000
†Construction mortgage	Aug. 1, 1883	40	5	Feb. & Aug	5,000,000	5,000,000
†Terminal imp. m'tge	May 1, 1890	33	4	May & Nov.	5,000,000	5,000,000
Total					$22,000,000	$22,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast		$9,270,794 71
Bridges		2,423,121 55
Superstructure (including ties)	$3,081 30	2,992,098 58
Rails		2,630,530 71
Land and land damages	18,543 68	5,622,751 47
Fences		154,620 22
Passenger and freight stations, engine and car houses	310 77	785,961 24
Shops, machinery and tools		124,171 96
Engineering expenses		66,361 85
Interest and discount charged to construction		834,442 58
Purchase of constructed road		10,800 00
Telegraph line		5,633 76
Wharfing		186,098 46
Terminal facilities and elevators		832,881 51
Sidings, etc		321,828 93
Sundries	710 65	201,793 57
Total cost of road	$22,646 40	$26,403,387 12
EQUIPMENT.		
Locomotives	‡$95,718 37	$1,254,353 59
Passenger cars	‡5,400 00	142,302 61
Mail, baggage and express cars		88,070 00
Freight and other cars	‡51,704 55	4,189,737 05
Total cost of equipment	‡$152,822 92	$5,674,462 25
Grand total cost of road and equipment	‡$130,176 52	$32,077,849 37

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Land, etc	$18,543 68
New depot — Creigs and Greigville	310 77
Tank reservoir, Buffalo	710 65
Crossing signals ("Halls")	2,36· 30
Double gate, Buffalo	327 00
Watchman's time indicator, Cheektowaga	243 00
Signal tower, Cheektowaga	150 00
	$22,646 40

* Issued and delivered at par for building the road. † Issued to lessee at par for advances made. ‡ Credit.

Less equipment torn down and depreciation on locomotives, viz.:

Locomotives	$95,718 87	
One passenger car	5,400 00	
Eighty-eight freight cars	51,704 55	
		$ 52,823 92
		*$130,176 52

Income Account for Year Ending June 30, 1894.

Rental paid by lessee directly to stock and bond holders:

Twelve months' interest on stock	$500,000 00
Twelve months' interest on first mortgage bonds	720,000 00
Twelve months' interest on consolidated mortgage bonds	250,000 00
Twelve months' interest on terminal improvement bonds	191,333 33
	$1,661,333 33

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$26,403,387 12
Cost of equipment	5,674,462 25
	$32,077,849 37

LIABILITIES.

Capital stock	$10,000,000 00
Funded debt	22,000,000 00
Due lessee for advances	77,849 37
	$32,077,849 37

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAMUEL SLOAN	President	26 Exchange place, New York city.
FREDERICK H. GIBBENS	Vice-President	26 Exchange place, New York city.
FRED F. CHAMBERS	Secretary	26 Exchange place, New York city.
ARTHUR D CHAMBERS	Treasurer	26 Exchange place, New York city.
WILLIAM F. HALLSTEAD	General Manager	Scranton, Pa.
F. A. SEABERT	Superintendent	Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL SLOAN	New York city.
JOHN I. BLAIR	Blairstown, N. J.
PERCY R. PYNE	New York city.
GEORGE BLISS	New York city.
FREDERICK H. GIBBENS	New York city.
HENRY D. POLHEMUS	Brooklyn, N. Y.
EUGENE HIGGINS	New York city.
WILLIAM F. HALLSTEAD	Scranton, Pa.
WILLIAM R. STORRS	Scranton, Pa.
M. TAYLOR PYNE	New York city.
SAMUEL SLOAN, JR	New York city.
ANDREW REASONER	Morristown, N. J.
WILLIAM S. SLOAN	New York city.

Title of company, New York, Lackawanna and Western Railway Company.
General offices at Binghamton, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, Tuesday preceding last Friday in February.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

*Credit.

NEW YORK, LAKE ERIE AND WESTERN.

JOHN KING AND J. G. MCCULLOUGH, RECEIVERS.

(Date of charter, April 27, 1878.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

The capital stock of this company, fixed by certificate of incorporation, is as follows, viz.:

Common stock	$78,000,000 00
Preferred stock	8,536,900 00
	$86,536,900 00

Under its plan of reorganization, forming part of its certificate of incorporation, the capital stock of this company was to be issued in exchange, at par, for stock of the Erie Railway Company, upon the payment of certain specified assessments. These assessments have been paid up on the following amounts of stock:

Common stock	$77,083,800 00
Preferred stock	8,156,700 00
	$85,240,500 00

Of this, there has been issued in exchange for stock of the Erie railway:

Common stock	$76,937,000 00
Preferred stock	8,156,400 00
	$85,093,400 00

There is still held awaiting such exchange:

Common stock	$156,800 00	
Preferred stock	300 00	
		157,100 00

Stock issued pursuant to its articles of incorporation:

Common stock	$900,000 00	
Preferred stock	380,200 00	
		1,280,200 00

Stock unissued and held for disposition pursuant to its articles of incorporation:

Common stock	16,200 00
	$86,536,900 00

FUNDED DEBT.

This company owns and now holds the road and franchises of the Erie Railway Company, subject to mortgages, as follows:

First mortgage bonds mature May 1, 1897	$2,482,000 00
Second mortgage bonds mature September 1, 1919	2,149,000 00
Third mortgage bonds mature March 1, 1923	4,617,000 00
Fourth mortgage bonds mature October 1, 1920	2,926,000 00
Fifth mortgage bonds mature June 1, 1923	709,500 00
Buffalo Branch mortgage bonds, July 1, 1921	182,600 00
Consolidated mortgage bonds, September 1, 1920	16,891,000 00
	$29,957,100 00

Which mortgage debts are included in this statement of its funded debt, for reasons which appear above. Pursuant to its certificate of incorporation, this company has created a funded debt, as follows, viz.:

First consolidated funded coupon bonds mature September 1, 1920	$3,705,977 10	
Second consolidated mortgage bonds mature December 1, 1969	25,000,000 00	
Second consolidated funded coupon bonds mature December 1, 1969	8,597,400 00	
Reorganization first lien bonds mature December 1, 1908	2,500,000 00	
Collateral trust bonds mature November 1, 1922 ..... $5,000,000 00		
Less amount redeemed 1,656,000 00		
	3,344,000 00	
Income bonds mature June 1, 1977	508,008 00	
Funded coupon bonds of 1885 mature December 1, 1969	4,031,640 00	
		47,687,025 10
		$77,644,125 10

Cost o Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$13,273 75	$1,319,661 08
Bridges	....	318,326 35
Superstructure (including ties)	3,069 73	.....
Rails	1,001 29	1,776,251 15
Land damages	1,1.9 39	830,636 55
Fences	5,625 86	344,846 21
Passenger and freight stations	741 13	358,165 31
Shops, machinery and tools	.....	8 8,851 95
Engineering expenses	....	38, 93 34
Improvements at East Buffalo	.....	829,745 15
Telegraph line	4,696 28	53,606 81
Wharfing	1,603 99	146,767 44
Incidentals	.....	41,971 61
Second track	.....	1,998,675 88
Water transportation, New York harbor	.....	277,285 57
Elevator at Buffalo	.....	304,142 87
Coal pockets at Buffalo	.....	43,243 12
Narrowing gauge of road	.....	57,572 71
Lehigh docks, Buffalo	.....	260,803 95
Erie coal docks, Buffalo	.....	254,762 87
Third rail, taking up	.....	17,791 56
Third rail	.....	931,122 83
Mortgages on real estate assigned to trustee	*2,624 16	141,875 84
Estate of Erie Railway Company	*64,935 00	145,235,169 70
Total cost of road	*$83,477 74	$1:5,929,669 85
EQUIPMENT.		
Locomotives	$300 00	$1,804,853 32
Passenger cars, mail, baggage and express cars	8,894 94	1,187,810 97
Freight and other cars	253,703 00	3,703,314 89
Narrowing gauge of cars and locomotives	.....	1,252,142 19
Total cost of equipment	$262,897 91	$7,898,121 37
†Grand total cost of road and equipment	$229,420 20	$163,827,791 22

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Sewer, Harsimus Cove, Jersey City		$9,300 27
Switch and siding, Paterson		405 89
Switch, Weehawken		272 17
Fence, Jersey City yard		5,692 47
Switch at Elmira		310 60
Ballasting		13,273 75
Block signals		2,732 41
Siding, Buffalo		597 66
Creamery, Hornellsville		180 00
Switch, Orangeburgh		271 81
Right of way		1,269 39
		$34,306 42
Three express cars	$6,769 94	
Three hundred and seventy grain cars	250,903 00	
New cars—adjustment of account	5,725 00	
		262,857 94
Amounts credited account of:		$297,164 36
Erie Railway Company	$64,985 00	
Sale of real estate	2,774 16	
Sale of house	25 00	
		67,784 16
Total		$229,420 20

* Credit.

† New York, Lake Erie and Western Railroad Company, $163,810,137.66; receiver's, $17,653.56.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$26,308,743 95
Less operating expenses (excluding all taxes)		18,126,441 37
Net earnings from operation		$8,182,302 58
Less proportion due to leased lines which are worked upon a percentage of earnings		2,339,324 91
		$5,842,977 67
Income from other sources, as follows, viz.:		
Earnings from Pavonia ferries, docks and elevators	$620,665 27	
Rents, Twenty-third street property	4,900 00	
Rent of Stock Yards, Long Docks, and Docks and Improvement Company	92,007 43	
Interest on securities	380,357 59	
Miscellaneous	15,204 42	
Amount charged in deduction from income during year 1893 transferred to expenses during 1894	64,853 57	
		1,177,987 28
Gross income from all sources		$7,020,964 95
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$4,680,781 39	
Rentals of leased lines	1,594,188 00	
Taxes on property used in operation of road	504,476 67	
Taxes on earnings and capital stock	120,351 96	
Interest on equipment, loans and mortgages	360,056 43	
Expenses of Pavonia ferries, docks, elevators and other charges	449,194 84	
		7,709,049 29
Deficit for year ending June 30, 1894		$688,084 34

General Income Account.

Deficit for year ending June 30, 1894			$688,084 34
Surplus up to June 30, 1893		$10,324,447 53	
Less:			
Discount on stock	$354,812 50		
Sundry adjustments to various accounts	7,430 74		
		362,243 24	
			9,962,204 28
Total surplus June 30, 1894*			$9,274,119 94

DETAILED STATEMENT OF RENTALS.

Patterson and Hudson railroad	$48,400 00
Patterson and Ramapo railroad	30,000 00
Buffalo, New York and Erie railroad	5,000 00
Montgomery and Erie railroad	16,000 00
Goshen and Deckertown railroad	19,0·5 00
Hawley branch	50,000 00
Honesdale branch	14,940 00
Jefferson branch	140,000 00
Rochester and Genesee Valley railroad	700 00
Avon, Geneseo and Mt. Morris railroad	100 00
Buffalo, Bradford and Pittsburg railroad	In two States.
Lockport and Buffalo railroad	21,000 00
Bergen County railroad	12,000 00
Middletown and Crawford railroad	10,500 00
Newark and Hudson railway	17,500 00
Long Dock Company	450,000 00
New York, Lake Erie and Western Docks Improvement Company	240,000 00
New York, Lake Erie and Western Coal and Railway Company	180,000 00
New Jersey Junction railway	6,001 00
Total amount of rentals deducted from income	$656,736 00

* Surplus June 30, 1894: New York, Lake Erie and Western Railroad Company, $4,345,488.43; receivers of New York, Lake Erie and Western Railroad Company, $4,928,631.51.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$9,520,554 61			
Freight, local	9,667,443 06	.....	$19,187,997 67	$19,187,997 67
Passengers, through	$1,162,943 30			
Passengers, local	4,725,955 31	$5,888,898 61	.....	5,888,898 61
Mail		381,534 99	.....	381,534 99
Express		525,905 20	.....	525,905 20
Miscellaneous, as follows, viz.:				
Rents	$107,736 31			
Miscellaneous	166,671 17	127,298 54	243,108 94	374,407 48
Total gross earnings		$6,573,637 34	$19,435,106 61	$26,308,743 95

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed	$557,760 20	$1,400,163 08	$1,957,923 28
Steel rails laid, 12,457 tons; cost, $307,818.76.			
Repairs of bridges (including culverts and cattle guards)	76,324 45	184,507 05	260,831 50
Repairs of stations, shops, docks, etc.	79,801 00	150,158 86	229,959 86
Repairs of fences	11,505 21	28,511 96	40,017 17
Other expenses for maintenance of way and structures	70,171 48	179,903 70	250,075 18
Total	$795,562 34	$1,943,244 65	$2,738,806 99
Maintenance of equipment:			
Repairs of locomotives	$298,685 79	$789,039 09	$1,087,724 88
Repairs of cars	337,184 92	1,159,664 21	1,496,849 13
Repairs of machinery and tools	15,687 33	40,528 67	56,216 00
Other expenses for maintenance of equipment	149,111 72	374,151 81	523,263 53
Total	$800,669 76	$2,363,383 78	$3,164,053 54
Conducting transportation:			
Wages of conductors and men	$495,881 59	$1,410,064 43	$1,905,946 02
Wages of engineers and firemen	472,610 33	1,337,094 81	1,809,705 14
Fuel for locomotives	395,853 41	1,336,382 27	1,732,235 68
Oil and waste	35,071 98	113,868 79	148,940 77
Water supply	44,670 88	110,160 24	154,831 12
Other train supplies or expenses	148,835 70	184,516 02	333,351 72
Wages of station agents and clerks	189,089 14	840,047 43	1,029,136 57
Wages for labor at stations	27,537 80	751,246 60	780,784 40
Station supplies	70,551 43	179,296 54	249,847 97
Wages of watchmen, flagmen and switchmen	148,411 46	647,631 86	796,042 32
Other expenses for conducting transportation	24,188 16	791,326 53	815,514 69
Total	$2,054,701 88	$7,701,635 02	$9,756,336 90
General expenses:			
Salaries of general officers and clerks	$145,461 90	$362,626 41	$508,088 31
General office expenses and supplies	22,058 89	52,450 24	74,509 13
Stationery and printing	48,317 77	92,545 94	140,863 71
Outside agencies and advertising	146,763 24	278,478 33	425,241 57
Legal expenses	22,850 39	54,627 50	77,477 89
Loss and damage of freight and baggage	2,785 50	164,247 41	166,982 91
Damage to cattle and property, injuries to persons	72,608 78	152,712 90	225,321 68
Telegraph maintenance and operation	146,042 05	375,216 27	521,258 32
Mileage of cars of other companies (debit balance)	72,091 25	254,946 81	327,038 06
Other general expenses	55 40	405 96	462 36
Total	$678,985 17	$1,783,258 77	$2,467,243 94
Grand total operating expenses	$4,329,919 15	$13,796,522 22	$18,126,441 37

Receivers' General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$17,353 56
Cost of equipment		300 00
Other permanent investments, as follows, viz.:		
Construction of branch lines	$6,418 30	
New York, Lake Erie and Western Coal and Railroad Company	45,329 71	
Chicago and Erie Railroad Company	400,665 76	
Advances to other companies	141,728 99	
Erie Coal companies	640,786 81	
		1,234,869 57
New York, Lake Erie and Western Railroad Company		4,639,018 99
Current assets, as follows, viz.:		
Cash on hand, in London	$377,999 94	
Due by agents and others, account traffic	1,852,440 00	
Open accounts	835,515 89	
Materials and supplies	469,475 76	
		3,535,431 59
		$9,426,973 71

LIABILITIES.

Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$2,555,220 38	
Open accounts	62,319 46	
Due companies and individuals on account of traffic	704,961 25	
Rentals of leased lines	1,175,841 16	
		$4,498,342 20
Profit and loss (surplus)		4,928,631 51
		$9,426,973 71

Railroad Company's General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$155,632,069 27
Cost of equipment		8,178,068 59
Other permanent investments, as follows, viz.:		
Stock of other companies	$3,145,469 54	
Bonds of other companies	570,224 60	
		3,715,694 14
Construction of branch lines		1,184,784 21
Amounts paid on account of equipment		6,416,034 58
N. Y., L. E. & W. Coal and Railroad Co		1,576,433 91
Chicago and Erie Railroad Co		1,012,812 08
Advances to other companies		1,737,150 67
Erie coal companies, etc		1,721,505 31
Current assets, as follows, viz.:		
Cash on hand, in London	$1,820 32	
Bills receivable	32,742 14	
Due by agents and others on account of traffic	195,275 19	
Open accounts other than traffic	644,549 06	
		874,386 71
		$182,032,689 22

LIABILITIES

Capital stock		$86,378,500 00
Funded debt		77,644,125 10
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$3,237,576 52	
Dividends unpaid	6,846 00	
Audited vouchers	1,176,378 70	
Open accounts	504,670 18	
Loans and bills payable	3,403,449 54	
Sundries	5,904 58	
Due companies and individuals on account of traffic	340,611 19	
Rentals of leased lines	354,921 99	
		9,030,358 70
Overdue coupons on second consolidated bonds unfunded		48 00
Receivers. N. Y., L. E. & W. Ry Co		4,639,018 99
Profit and loss (surplus)		4,345,458 43
		$182,032,689 22

Traffic and Mileage Statistics.

ITEM.	Through	Local.	Total.
Number of passengers carried	389,290	11,577,995	11,967,285
Number of passengers carried one mile	39,920,997	248,923,713	288,844,710
Number of tons of freight carried	4,104,535	11,200,725	15,305,260
Number of tons of freight carried one mile	1,139,879,464	1,235,822,807	2,375,702,271

Traffic and Mileage Statistics — (Continued).

	Through.	Local.	Total.
Passenger train mileage	.....	.....	5,292,168
Freight train mileage	.....	.....	9,163,995
All other train mileage	.....	2,933,025	2,933,025
Total train mileage	.....	.....	$17,389,183

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$4,991,406 23	$3,306,767 66	$1,684,638 57
Average per passenger carried	.4171	.2763	.1408
Average per passenger per mile	.0128	.0144	.00584
Average per passenger train per mile	.9482	.6284	.3184
Freight earnings and expenses (including miscellaneous earnings)	15,090,570 49	9,974,535 21	5,116,035 28
Average per ton of freight carried	.9860	.6517	.3343
Average per ton of freight per mile	.00632	.00419	.00216
Average per freight train per mile	1 6467	1 0884	.5583

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents	Cents.	Cents
Average rate received per mile for carrying passengers, first class	1.425	1.477	1.471
Average rate received per mile for carrying passengers, second class	1.600	1 344	1.469
Average rate received per mile for carrying passengers, all classes	1.455	1.474	1.471
Average rate received per mile per ton for carrying freight, all classes	.519	.728	.698

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. state.	Entire length.
Main line from Piermont to Dunkirk, single track	404.46	446.63	.....	.....	404.46	446.63
Total of branches or other roads authorized	99.54	108.70	328.58	551.22	428.12	659.92
Total single track	504.00	555.33	328.58	551.22	832.58	1,106.55
Second track on main line	263.73	305.90	.....	.....	263.73	305.90
Second track, branches or other roads	71.75	71.75	38.76	160.2	110.51	231.96
Total second track	335.48	377.65	38.76	160.21	374.24	537.86
Sidings and turnouts on main line.	230.98	260.30	.....	.....	230.98	260.30
Sidings and turnouts, branches or other roads	37.57	39.49	171.17	364.55	208.74	404.04
Total sidings and turnouts	268.55	299.79	171.17	364 55	439.72	664.34
Grand total of tracks, sidings and turnouts	1,108.03	1,232.77	538.51	1,075.98	1,646.54	2,308.75
Laid with steel rail, main line	668.19	752.53	.....	.....	668.19	752.53
Laid with steel rail, branches or other roads	171.29	180.45	367.34	704.01	538.63	884.46
Laid with iron rail, branches or other roads	.....	.....	.....	7.42	.....	7.42

Average life of rails—steel, 10 years; iron, 6 years: average life of ties, 8 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 63 lbs.; iron, maximum, 66 lbs.; minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with stone, slag, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State, miles.	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Newburgh branch	New'bgh, N. Y.	Grevco'rt, N.Y.	18.73	18.73	Owned.	6.83	25.06	....
Newburgh & New York.	Arden Jct.N.Y.	Vail's Gate Jc.	12.64	12.64	Owned.	.....	12.64	....
Buffalo branch	Horn's, N. Y.	Attica	60.92	60.92	Owned.	60.92	121.84	....
Erie International Ry.	Main st., Buff., N. Y.	Internat'l Bge.	4.50	4.50	Owned.	4.50	9	....
Erie & Black Rock R. R.	Inter. Jct., N.Y.	Black R'k, N.Y.	1.14	1.14	Owned.	.....	1.14	....
Conesus Lake R. R.	Hamilton, N.Y.	Lakeville, N.Y.	1.61	1.61	Owned.	.....	1.61	....
Edgerton Branch	Mayfield, Pa.	Edgerton, Pa.	.....	2.50	Owned.	.....	2.50	....
Bergen & Dundee R. R.	Garfield, N. J.	Passaic, N J.	.....	2.45	Owned.	.....	2.45	....
Long Dock Ry. / Paterson & Hud. R. R. / Pat'son, Ramapo & Un.	Jersey C., N. J.	Suffern, N. Y.	.79	31.24	Leased.	31.24	62.48	....
Mont'ry & Erie R. R.	Goshen, N. Y.	M'ntgom,y,N.Y	10.43	10.43	Leased.	.....	10.43	....
Goshen & Deck'n R. R.	Goshen, N. Y.	Pine Isl'd, N.Y.	11.64	11.64	Leased.	.....	11.64	....
Pat'son & Hudson R. R.	Paterson, N. J.	Newark, N. J.	.....	11.32	Leased.	.60	11.32	....
Newark & Hudson R. R.	Bergen, N. J.	Newark, N. J.	.....	5.62	Leased.	4.51	5.62	....
Bergen County R. R.	Ruth. Jct., N.J.	Ridgewood Jc.	.....	9.82	Leased.	9.82	9.82	....
Mid'twn & Crawf'd R.R.	Craw. Jct, N.Y.	Pine Bush, N.Y.	10.22	10.22	Leased.	.....	10.22	....
Hawley Branch	Lack., Pa.	Hawley, Pa.	.....	15.61	Leased.	.....	15.61	...
Jefferson R. R., Honesdale branch	Hawley	Honesdale	.....	8.18	Leased.	3.15	8.18	....
Jefferson R. R., Carbondale branch	Lamsboro	Carbondale	.....	36.51	Leased.	35.06	36 51	....
Buff., Brad. & Pitts. R.R.	Carrollton, N.Y	Gilesville	7.84	26.17	Leased.	.....	26.17	....
Buff., N. Y. & Erie R. R.	Painted Post, N. Y.	Buffalo, N. Y.	140.25	140.25	Leased.	31.32	140.25	....
Sus. Bridge & Erie Junc.	E. Buff., N. Y.	Sus. B'ge, N. Y.	24.01	24.01	Leased.	5.34	24.01	....
Lockport & Buffalo R. R.	Ton., N. Y.	Lockport, N. Y.	15.12	15.12	Leased.	.....	15.12	....
Roch. & Gen. Val. R. R.	Avon, N. Y.	Rochest'r, N.Y.	18.40	18.40	Leased.	.....	18.40	....
Avon, Gen. & Mt. M. R.R.	Avon, N. Y.	Mt. Morris, N.Y.	17.70	17.70	Leased.	.....	17.70	...
Buff. & Southw'n R. R.	Buff. Ck. R.R. Jct., N. J.	Ja'stown, N. Y.	63.36	63.36	Leased.	.....	66.36	....
Weehawken branch	Jersey City, N. J.	Weehawken, N. J.	.....	3.44	Leased.	2.45	5.89	...
Northern R. R. of N. J.	Bergen Jct	Nyack, N. Y.	5.82	26.05	Leased.	21.54	26.05	....
Moosic Mountain R. R.	Winton, Pa.	Marshwood, Pa	....	4.21	Owned.	.....	4.21	....
N.Y., L.E. & W. Coal R.R.	Craw. Jct., Pa.	Johnsonb'g, Pa	.....	31.04	Leased.	2.15	31.04	....
Toby branch	Block'ville, Pa.	Toby Mines, Pa	.....	12	Leased.	.....	12	....
Dagus branch	Dagus Cahonda, Pa	Dagus Min's, Pa	.....	5.70	Leased.	.....	3.20	2.30
Brock. & Shawmut R.R.	Brockport, Pa.	Shawmut, Pa.	.....	3.75	Leased.	.....	3.75	....
West Branch R. R.	Bradford, Pa.	Sugar Run., Pa	.....	10.84	Leased.	.....	5.73	5.11

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	270	24,702	340	24,923
Wooden bridges	69	6,006	98	7,851
Wooden trestles	120	6,977	154	15,422
Total	459	37,685	592	581,975

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 10 drivers	6	.....	6	$11,000	200,000	6	.....
Locomotives, 8 drivers	196	50	246	8,500	194,000	213	1
Locomotives, 6 drivers	193	.....	193	7,500	191,000	187	86
Locomotives, 4 drivers	191	31	222	6,500	140,000	202	137
Total	586	81	667	.....	.....	608	224
First class passenger cars	327	29	356	$5,000	.....	356	356
Second class passenger cars	111	.....	111	3,000	.....	111	111
Baggage, mail and express cars	168	7	175	1,500	.....	175	175
Total	606	36	642	.....	.....	642	642
Box freight cars	8,310	5,709	14,019	$450	.....	3,328	4,282
Stock freight cars	33	497	530	425	.....	118	211
Coal freight cars	3,118	8,764	11,882	450	.....	1	4,964
Flat freight cars	1,436	564	2,000	300	.....	.....	589
Caboose, 4-wheel cars	263	4	267	500	.....	.....	190
Caboose, 8-wheel cars	38	2	40	800	.....	.....	
Service cars	44	2	46	1,200	....	6	5
Total	13,242	15,542	28,784	.....	.....	3,448	10,391

Westinghouse brakes on passenger cars; Westinghouse and hand brakes on freight cars; Janney coupler on passenger cars; M. C. B. type of coupler on freight cars and locomotives.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company	646.25	927.5
Railroads crossing road at grade	40	44
Railroads crossing road over or under grade	26	40
Highway crossings at grade without protection	765	899
Highway crossings at grade protected by gates or flagmen	94	158
Highway crossings over or under grade	103	144
Overhead obstructions less than 20 feet above track	64	82

Passenger cars are heated by steam from locomotives and lighted by gas on all cars running in and out of Jersey City, and those that do not run into Jersey City are lighted by oil lamps; ventilated in the ordinary manner in dome of roof of cars.

Wells, Fargo & Co.'s Express runs over roads and pays 40 per cent. of earnings.

Pullman's Palace Car Company runs sleeping, parlor and dining cars over road. Passengers charged the customary rates for berths and sections.

Erie Despatch, Commercial Express and Interstate Despatch run on this road. They are co-operative lines and the cars are owned and repaired by the various companies forming the respective lines.

No preference given.

No contract with United States government for the transportation of mails. Service recognized.

DESCRIPTION OF FREIGHT MOVED.

ITEM	Tonnage.	Per cent.
Flour	597,008	3.90
Grain	611,540	4.00
Meats and provisions	195,711	1.28
Live stock	173,736	1.14
Lumber	1,019,075	6 85
Pig and bar iron and steel	288,338	1.88
Iron or other ores	133,630	.87
Coal and coke	9,144,822	59.75
Petroleum and other oils	366,979	2.39
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	286,478	1.87
All other manufactures	400,282	2.62
All other merchandise	521,428	3.41
All other agricultural products	477,462	3.12
All other articles not included above	1,058,781	6.92
Total	15,305,260	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	16	4	20
Employes	416	29	445
Others	69	75	144
Total	501	108	609

EMPLOYES.

Average number of persons employed (including officials) during year 14,249
Aggregate amount of salaries and wages paid them $8,406,664 98

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. G. McCULLOUGH, JOHN KING, President.	Receivers	P. O. box No. 839, New York city.
E. B THOMAS	First Vice-President	P. O. box No. 839, New York city.
G. H. VAILLANT	Second Vice-President	P. O. box No. 839, New York city.
A. DONALDSON	Third Vice-President	P. O. box No. 839, New York city.
A. R. MACDONOUGH	Secretary	P. O. box No. 889, New York city.
EDWARD WHITE	Treasurer	P. O. box No. 839, New York city.
ALFRED WALTER	General Manager	P. O. box No. 839, New York city.
G. G. COCHRAN	Traffic Manager	P. O. box No. 839, New York city.

Directors of the Company.

Name.	*Residence.*
HENRY H. COOK	1 East 78th street, New York city.
WILLIAM N. GILCHRIST	Windsor Hotel, New York city.
JAMES J. GOODWIN	45 West 34th street, New York city.
ABRAM S. HEWITT	9 Lexington ave., New York city.
MORRIS K. JESSUP	197 Madison ave., New York city.
JOHN KING	19 East 69th st., New York city.
WILLIAM LIBBY	Fort George, N. Y.
JOHN G. McCULLOUGH	88 Park avenue, New York city.
OGDEN MILLS	2 East 69th street, New York city.
ALEXANDER E. ORR	102 Remsen st, Brooklyn, N. Y.
CORTLANDT PARKER	Newark, N. J.
GEORGE W. QUINTARD	928 Fifth avenue, New York city.
WILLIAM L. STRONG	12 West 57th st., New York city.
EBAN B. THOMAS	175 West 58th st., New York city.
J. LOWBER WELSH	Philadelphia, Pa.
WILLIAM A. WHEELOCK	13 West 48th st., New York city.
WILLIAM WHITEWRIGHT	16 West 23d st., New York city.

Title of company, New York, Lake Erie and Western Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, last Tuesday in November.
For information concerning this report, address A. R. Macdonough, Secretary.

NEW YORK AND LONG BEACH.

OWNED AND OPERATED BY LONG ISLAND.

(Date of charter, February 3, 1880.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	4,000	$400,000
Issued on account of construction and now outstanding	3,910	391,000

Number of stockholders 10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	May 1, 1880	30	p.c. 6	May and Nov.	$200,000	$200,000

Cost of Road.

Total cost of road up to June 30, 1894 ..... $591,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road $591,000 00

LIABILITIES.

Capital stock	$391,000 00
Funded debt	200,000 00
	$591,000 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. ROGERS MAXWELL	President	192 Broadway, New York city.
EDWARD E. SPRAGUE	Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
J. ROGERS MAXWELL	Brooklyn, N. Y.
HENRY GRAVES	Orange, N. J.
E. B. HINSDALE	New York city.
JAMES D. CAMPBELL	New York city.
EDWARD E. SPRAGUE	Flushing, L. I., N. Y.
BRUCE PRICE	New York city.
WM. M. LAFFIN	New York city.

Title of company, The New York and Long Beach Railroad Company.
General offices at 192 Broadway, New York city.
Date of close of fiscal year, June 30.
For information concerning this report, address J. Rogers Maxwell, President.

NEW YORK AND NEW ENGLAND.

(Date of charter, May, 1873.)

(Receiver's report)

For history of organization, etc., see Report of 1892.

The following report shows the combined operations of the company for itself and by the receivers for the fiscal year.

December 28, 1893 Thomas C. Platt, of New York city, was appointed temporary receiver of the New York and New England Railroad Company for New York, by the United States Circuit Court for the District of New York on a bill of complaint filed by Theodore F. Wood.

On the same date Wm. T. Hart, of Boston, was appointed temporary receiver for Connecticut, by the United States Circuit Court for the District of Connecticut, on application in the name of J. R. Johnson, of Philadelphia

December 29, 1893, Thomas C. Platt, Wm. T. Hart and Marsden J. Perry, of Providence, were appointed temporary receivers for Massachusetts and Rhode Island, by the United States Circuit Court for the District of Massachusetts.

January 23, 1894, Thomas C Platt and Marsden J. Perry were appointed permanent receivers for New York by the United States Circuit Court for the District of New York.

January 26, 1894, the same were appointed permanent receivers for Massachusetts and Rhode Island, by the United States Circuit Court for the District of Massachusetts.

January 31, 1894, the same were appointed permanent receivers for Connecticut by the United States Circuit Court for the District of Connecticut.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter	200,000	$20,000,000	50,000	$5,000,000	$3,995,436
Issued for actual cash	.....	.....	38,176	$3,817,600	.....
Issued for reorganization	198,310	$19,831,000	.....	.....	.....
Berdell bonds, convertible	.....	*169,000	.....	.....	.....
Total now outstanding	198,310	$20,000,000	38,176	$3,817,600	$3,995,436

Grand total of common and preferred stock now outstanding $23,817,600 00
Number of stockholders 2,474

* Exchangeable for 1,690 shares common stock unissued on presentation.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
Mortgage bonds:							
First mortgage	Jan. 1, 1876	29	7	Jan. & July	$6,000,000 00	$6,000,000 00	$5,867,117 24
First mortgage	Jan. 1, 1876	29	6	Jan. & July	4,000,000 00	4,000,000 00	4,141,979 86
Second mortgage	June 22, 1882	20	6	Feb. & Aug.	5,000,000 00	5,000,000 00	4,877,993 93
Boston Terminal, first mortgage	April 1, 1889	50	4	Apr. & Oct.	1,500,000 00	1,500,000 00	1,407,900 00
Mortgage notes:							
Curtis wharf	Dec. 23, 1893	3	6	Mar&June Sept & Dec	52,000 00	52,000 00	Property acquired.
Lands at Springfield	July 10, 1888	5	5	Jan. & July	17,500 00	17,500 00	
* Lands at Hartford	Nov. 30, 1875	¶	6	Jan. & July	13,800 00	13,800 00	
* Lands at Hartford	Sept. 8, 1876	‖	5	Jan. & July	3,000 00	3,000 00	
Lands at Hartford	Feb. 25, 1893	§	5	Feb. & Aug.	5,000 00	5,000 00	
Contract liabilities:							
Piper wharf	Dec. 1, 1877	‡	6	Monthly	200,000 00	200,000 00	
One thousand freight cars	Aug. 1, 1890	**	6	Monthly	460,910 00	385,910 00	
Ten locomotives	Oct. 2, 1893	§§		Incl'd in n'te	122,776 56	81,851 04	
Total					$17,374,986 56	$17,259,061 04	$15,794,991 08

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$2,982 13	.....
Bridges	†3,7[illegible]1 66	.....
Superstructure (including ties)	10,820 98	.....
Land	†1,2[illegible]5 00	.....
Fences	†276 89	.....
Passenger and freight stations	2,921 12	.....
Shops, machinery and tools	†104 61	.....
Engineering expenses	1,002 57	.....
Total cost of road	$12,938 64	†$35,0[illegible]5,147 79
EQUIPMENT.		
Locomotives	†$266 65	.....
Freight and other cars	†28 56	.....
Total cost of equipment	†$295 21	$5,334,767 88
Grand total cost of road and equipment	$12,643 43	$40,349,915 68

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New sidings	$3,[illegible]84 42
Improvement of terminals	3,[illegible]96 84
Extension of double track	1,041 63
Passenger station at Hartford	1,122 40
New interlocking signals	5,009 22
	$19,154 51

* Assumed by the company, January 19, 1892.
¶ Due November 30, 1875.
‖ Due January 8, 1887.
§ Demand.
‡ Twenty years and three months.
** One to seven years
§§ One month to twenty-four months.
† See 1892 report.

Credits.

Cost to renew old buildings destroyed	$1,235 00	
Sundry charges to profit and loss	5,276 08	
		$6,511 08
Total		$12,643 43

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$5,393,895 56
Less operating expenses (excluding all taxes)		4,085,153 73
Net earnings from operation		$1,308,741 83
Income from other sources, as follows, viz.:		
Boston harbor transfer		2,880 79
Gross income from all sources		$1,311,622 62
Deductions from income, as follows, viz.:		
*Interest on funded debt due and accrued	$1,075,950 95	
*Interest on other interest bearing liabilities	20,906 95	
Rentals	494,054 37	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	262,476 90	
Insurance	29,857 65	
		1,883,246 82
Deficit for year ending June 30, 1894		$571,624 20

General Income Account.

Deficit for year ending June 30, 1894			$571,624 20
Deficit up to June 30, 1893		$844,287 51	
Renewal of locomotives worn out in former years	$113,750 59		
General improvements charged off	20,002 84		
Remainder of amount paid to New England Equipment Company in settlement of claims under contract for 1,000 freight cars	56,339 52		
Amount paid Rumsey heirs for old claims for rental and damage at Fishkill, N. Y.	25,000 00		
Discount on Boston Terminal first mortgage bonds, issued in settlement of Curtis wharf notes	22,800 00		
Worthless accounts and balance written off	73,741 89		
		321,634 84	
			1,165,921 85
Total deficit June 30, 1894			$1,737,546 05

DETAILED STATEMENT OF RENTALS.

Norwich and Worcester railroad	$264,121 24
Providence and Springfield railroad	68,751 13
Woonsocket and Pascoag railroad	15,000 00
Rhode Island and Massachusetts railroad	10,000 00
Boston and Albany railroad	5,000 00
Rockville railroad	4,563 75
Milford and Woonsocket railroad	6,132 92
Milford, Franklin and Providence railroad	4,088 60
Newburgh, Dutchess and Connecticut railroad	46,471 75
New London Northern railroad	39,924 98
Meriden, Waterbury and Connecticut River railroad	20,000 00
Total amount of rentals deducted from income	$494,054 37

* Includes charges for all interest accrued to June 30, 1894, on bonds and on interest bearing obligations contracted prior to the appointment.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	o .
Freight, through	$1,962,987 04			
Freight, local	1,162,567 23	.....	$3,125,554 27	$3,125,554 27
Passengers, through	$372,125 90			
Passengers, local	1,512,006 45	$1,884,132 35	.....	1,884,132 35
Mail		59,008 80	.....	59,008 80
Express		122,976 31	.....	122,976 31
Miscellaneous, as follows, viz.:				
Rents	$54,788 79			
Wharves and docks	50,455 38			
Switching, storage, etc.	51,774 90			
Miscellaneous	45,204 76	52,655 73	149,568 10	202,223 83
Total gross earnings		$2,118,773 19	$3,275,122 37	$5,393,895 56

OPERATING EXPENSES.

	Passenger.	Freight.	o .
Maintenance of way and structures:			
Repairs of track	$181,390 21	$194,182 22	$375,572 43
Steel rails laid, 2,418 2,000-2,240 tons; cost $22,186.90.			
Repairs of roadbed	7,621 51	8,158 99	15,780 50
Repairs of bridges (including culverts and cattle guards)	35,214 44	37,697 83	72,912 27
Repairs of stations, shops, docks, etc.	19,877 74	36,023 77	55,901 51
Repairs of fences	6,473 81	6,930 35	13,404 16
Other expenses for maintenance of way and structures	44,367 45	47,496 34	91,863 79
Total	$294,945 16	$330,489 50	$625,434 66
Maintenance of equipment:			
Repairs of locomotives	$68,443 01	$121,866 60	$190,309 61
Repairs of cars	67,317 22	165,951 56	233,268 78
Repairs of machinery and tools	6,185 20	6,728 45	13,018 65
Other expenses for maintenance of equipment.	43,329 62	51,115 91	94,345 53
Total	$185,275 05	$365,662 52	$550,937 57
Conducting transportation:			
Wages of conductors and men	$130,115 91	$234,500 31	$364,616 22
Wages of engineers and firemen	119,321 32	232,207 45	351,528 77
Fuel for locomotives	195,750 50	415,854 13	611,604 63
Oil and waste	5,919 57	9,249 33	15,168 90
Water supply	18,814 70	20,141 55	38,956 25
Other train supplies or expenses	60,961 27	35,454 48	96,415 75
Wages of station agents and clerks	58,044 43	169,221 65	227,266 08
Wages for labor at stations	20,289 49	200,093 74	220,383 23
Station supplies	23,996 28	21,933 94	45,930 22
Wages of watchmen, flagmen and switchmen	46,029 54	164,280 49	210,310 03
Other expenses for conducting transportation	103,718 18	156,162 42	259,880 60
Total	$782,961 19	$1,659,099 49	$2,442,060 68
General expenses:			
Salaries of general officers and clerks	$43,606 42	$46,681 63	$90,288 05
General office expenses and supplies	4,689 28	5,019 98	9,709 26
Stationery and printing	2,214 69	2,370 87	4,585 56
Outside agencies and advertising	7,924 80	34,180 76	42,105 56
Legal expenses	26,946 71	28,847 05	55,793 76
Loss and damage of freight and baggage	27 00	14,632 35	14,659 35
Damage to cattle and property	2,149 53	3,267 23	5,416 76
Injuries to persons	11,039 66	18,080 04	29,119 70
Telegraph maintenance and operation	27,122 56	43,954 39	71,076 95
Mileage of cars of other companies (debit balance)	1,522 11	126,808 65	128,330 76
Other general expenses	7,551 29	8,083 82	15,635 11
Total	$134,794 05	$331,926 77	$466,720 82
Grand total operating expenses	$1,397,975 45	$2,687,178 28	$4,085,153 73

***General Balance Sheet, June 30, 1894.**

ASSETS.

Cost of road		$35,015,147 79
Cost of equipment		5,334,767 83
Current assets, as follows, viz.:		
Cash on hand	$147,304 71	
Due by agents	465,081 85	
Open accounts	1,493,322 98	
Materials and supplies	349,641 58	
		2,455,351 12
†Dividend No. 13, on preferred stock, payable May 1, 1892		128,275 00
Taxes and expenditures undistributed		96,341 05
Profit and loss (deficiency)		1,737,546 05
		$44,767,428 84

LIABILITIES.

Capital stock		$23,817,600 00
Funded debt		17,259,061 04
Supplies transferred from Norwich and Worcester railroad		61,422 99
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$983,439 65	
Audited vouchers and pay rolls	864,251 86	
Open accounts	906,485 84	
Loans and bills payable	675,000 00	
Equipment notes	12,823 90	
†Credit balances	187,343 56	
		3,629,344 81
		$44,767,428 84

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	651,759	7,494,363	8,146,122
Number of passengers carried one mile	18,808,313	76,715,196	95,523,409
Number of tons of freight carried	1,941,209	1,050,133	2,991,342
Number of tons of freight carried one mile	242,632,542	47,859,767	190,492,309
Passenger train mileage	.....	.....	2,146,909
Freight train mileage	.....	.....	2,298,317
All other train mileage	.....	.....	1,301,106
Total train mileage	.....	.....	5,746,432

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$2,118,773 19	$1,397,975 45	$720,797 74
Average per passenger carried	26009	17166	08843
Average per passenger per mile	02218	01463	00755
Average per passenger train per mile	98689	65116	33573
Freight earnings and expenses (including miscellaneous earnings)	3,275,122 87	2,687,178 28	587,944 09
Average per ton of freight carried	1 09485	89831	19654
Average per ton of freight per mile	01127	00925	00202
Average per freight train per mile	1 42500	1 16919	25581

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	1.978	1.954	1.958
Average rate received per mile per ton for carrying freight, all classes	.....	.....	1.127

* Combined accounts of the New York and New England Railroad Company and of the Receivers

† Payment of dividend No. 13 on preferred stock, enjoined action pending. Included under credit balances.

Description of Road and Equipment.

TRACK.	MILES OWNED. Length in N. Y. State.	MILES OWNED. Entire length.	Miles leased, entire length.	TOTAL MILES. Length in N. Y. State.	TOTAL MILES. Entire length.
Main line authorized from Boston to Fishkill on-Hudson, singletrack	30.47	216.69	.....	30.47	216.69
Total of branches or other roads, authorized	.....	143.87	173.58	.....	317.45
Total single track	30.47	360.56	173.58	30.47	534.14
Second track on main line	.....	112.68	.....	.....	112.68
Second track on branches or other roads	.....	1.36	.....	.....	1.36
Total second track	.....	114.04	.....	..	114.04
Sidings and turnouts on main line	16.28	118.62	.....	16.28	118.62
Sidings and turnouts on branches or other roads	.....	35.52	44.75	.....	80.27
Total sidings and turnouts	16.28	154.14	44.75	16.28	198.89
Grand total of tracks, sidings and turnouts	**46.75**	**628.74**	**218.33**	**46.75**	**847.07**
Laid with steel rail, main line	**30.47**	**216.69**	**.....**	**30.47**	**216.69**
Laid with steel rail, branches or other roads	**.....**	**143.65**	**172.25**	**.....**	**315.90**
Laid with iron rail, branches or other roads	**.....**	**.22**	**1.33**	**.....**	**1.55**

Average life of rails — steel, 10 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 79 lbs.; minimum, 56 lbs.; iron, maximum, 60 lbs.; minimum, 54 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State, miles.	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Central division	Providence	Willimantic	...	58.32	Owned.	1.36	58.32	.....
Southbridge branch	Cook st. Newton	Woonsocket	....	28.67	Owned.	.....	28.67	.....
	East Thompson	Southbridge	....	17.36	Owned.	.....	17.36	.....
Dedham branch	Dedham Junct.	Dedham	....	1.53	Owned.	.....	.....	.....
	Islington	Dedham	....	2.00	Owned.	.....	3.53	.....
Dorrance St. Wharf	Providence	Dorra'ce St. Whf.	....	.62	Owned.	.....	.62	.....
Freight br., Hartford	Hartford	Morgan st., Hart.	....	.67	Owned.	.....	.45	.22
Rhode Island & Mass.	Franklin	Valley Falls	....	13.59	Leased.	.....	13.59	.....
Norwich & Worc. div.	Allyne Point	Worcester	....	66.16	Leased.	.....	64.83	1.33
Rockville branch	Vernon	Rockville	....	4.43	Leased.	.....	4.43	.....
Boston and Albany	Jct. at Spring'ld.	Springfield Sta.	....	1.41	Leased.	.....	1.41	.....
Milford branch	Franklin	Ashland	....	19.97	Leased.	.....	19.97	.....
Melrose branch	Melrose	West st., Rock'le	....	7.22	Owned.	.....	7.22	.....
Springfield branch	East Hartford	Jct. B & A., Sp'g'd	....	27.48	Owned.	.....	24.48	....
Prov. & Spring'ld br.	Providence	Douglas Junct	....	28.18	Leased.	.....	28.18	.....
Woonso'et & Pascoag	Woonsocket	Harrisville	....	9.50	Leased.	.....	9.50	.....
Mer., Water. & C. Riv.	Waterbury	Cromwell	....	30.34	Leased.	.....	30.34	.....
Owned	.....	.....	....	143.87	.....	.....	.....	.....
Leased	.....	.....	...	172.17	.....	.....	.....	.....
Trackage rights	.....	.....	....	1.41	.....	.....	.....	.....
Total	.....	.....	....	317.45	.....	1.36	315.90	1.55
N., D. & C. R. R.	Hopewell Junct.	Wicopee Jct	10.95	10.95	*	.....	10.95	.....
N. Y., P. & B. R. R.	Jct. N. Y. & N. E.	Depot, Provi'ce.	....	.10	*	.....	.10	.....

*Trackage right.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	8	396	119	1,296.8
Wooden bridges	12	761.6	147	17,411.4
Wooden trestles	4	2,692	86	18,517.7
Total	24	3,849.6	352	39,225.7

EQUIPMENT.	Number owned.	Number leased.	Total number	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	26	.....	26	228,000	26	.....
Locomotives, 6 drivers	76	5	81	220,000	81	.....
Locomotives, 4 drivers	80	25	105	161,500	105	29
Total	182	30	212	.....	212	29
First class passenger cars	220	33	253	71,000	253	253
Baggage, mail and express cars	27	6	33	52,000	33	33
Total	247	39	286	.....	286	286
Box freight cars	2,226	284	2,510	26,100	165	807
Coal freight cars	2,070	299	2,369	26,000	.....	409
Flat freight cars	469	41	510	18,000	.....	.....
Caboose, 4-wheel cars	72	7	79	14,000	.....	.....
Caboose, 8-wheel cars	6	3	9	18,000	.....	.....
Dump cars	470	372	842	10,000	.....	.....
Service cars	24	1	25	80,000	15	6
Total	5,337	1,007	6,344	.....	180	1,213

Westinghouse automatic air brake, New York automatic air brake and Miller and Janey-Miller couplers on passenger cars. Westinghouse automatic freight air brake and hand brake, Safford automatic, Safford common, Gould automatic, Dowling automatic, Smillie automatic, Trojan automatic and Buckeye automatic couplers on freight cars.

Split switch generally in use.

Miscellaneous Statistics.

ITEM	In N. Y. State.	Entire line.
Railroads crossing road at grade	.....	18
Railroads crossing road over or under grade	2	15
Highway crossings at grade without protection	14	469
Highway crossings at grade protected by gates or flagmen	.....	73
Highway crossings over or under grade	3	226
Overhead obstructions less than twenty feet above track	12	153

Passenger cars are heated by steam from engines, lighted by oil and gas, and ventilated by clear Story and "Globe" ventilators.

United States Express Company runs over line.

Pullman's Palace Car Company's sleeping cars, New York, New Haven and Hartford Railroad Company's parlor cars and New York and New England Railroad Company's parlor cars and dining cars run over road.

No parlor or sleeping cars now run regularly within the State of New York.

This company has arrangements with fast freight lines and railroads for through billing and rates on percentage basis. Cars are jointly exchanged. No preference in speed or order of transportation.

Mails are carried on the basis of a fixed rate per mile, regulated by routes and weights of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	85,411	2.85
Grain	217,7.6	7.28
Meats and provisions	20,[illegible]	.69
Live stock	7,315	.25
Lumber	225,636	7.54
Pig and bar iron and steel	51,393	1.72
Iron or other ores	891	.03
Coal and coke	869,352	29.06
Petroleum and other oils	25,531	.85
All other manufactures	284,775	9.52
All other merchandise	980,858	32.79
All other agricultural products	217,450	7.27
All other articles not included above	4,621	.15
Total	2,991,342	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employes	15	1	16
Others	4	.....	4
Total	20	1	21

EMPLOYES.

Average number of persons employed (including officials) during year 4,057
Aggregate amount of salaries and wages paid them $2,482,023 40

Officers of the Company.

Name.	*Title.*	*Official Address.*
*	President	
J. T. ODELL	Vice-President and Gen. Man.	180 Summer st., Boston, Mass.
JAMES W. PERKINS	Secretary	180 Summer st., Boston, Mass.
GEORGE B. PHIPPEN	Treasurer	180 Summer st., Boston, Mass.
MOORFIELD STOREY	General Counsel	180 Summer st., Boston, Mass.
W. H. DUDLEY	Auditor	180 Summer st., Boston, Mass.
G. F. RANDOLPH	General Traffic Manager	180 Summer st., Boston, Mass.
C. H. GOODRICH	General Freight Agent	180 Summer st., Boston, Mass.
W. B. BABCOCK	General Passenger Agent	180 Summer st., Boston, Mass.
F. E. DEWEY	Supt. Transportation	180 Summer st., Boston, Mass.
EDWARD MAHLER	Purchasing Agent	180 Summer st., Boston, Mass.

Directors of the Company.

Name.	*Residence.*
GORDON ABBOTT	Boston, Mass.
CHAS F. ADAMS, 2D	Boston, Mass.
A. S. BIGELOW	Boston, Mass.
FRANCIS C. LOWELL	Boston, Mass.
A. C. TOWER	Boston, Mass.
S. M. WELD	Boston, Mass.
JOHN KEAN, Jr	New York city.
JOHN G. MOORE	New York city.
T. C. PLATT	New York city.
SAMUEL THOMAS	New York city.
BENJ. F. TRACY	New York city.
JOHN W. DOANE	Chicago, Ill.
SPENCER ERVIN	Philadelphia, Pa.
JOSEPH F. SINNOTT	Philadelphia, Pa.
ARTHUR BROCK	Philadelphia, Pa.
MARSDEN J. PERRY	Providence, R. I.
B. F. VAUGHAN	Providence, R. I.
D. S. PLUME	Waterbury, Conn.
ARTHUR SEWALL	Bath, Me.

* Vacant.

Title of company, New York and New England Railroad Company.
General offices at No 180 Summer street, Boston, Mass.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in March.
For information concerning this report, address W. H. Dudley, Auditor.

NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, 1871.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,000,000	$100,000,000	.....
Issued for stock of New York and New Haven Railroad Company, and stock of Hartford and New Haven Railroad Company	155,000	$15,500,000	.....
Issued for cash, October 1, 1889	31,000	3,100,000	.....
Issued for stock of Stamford and New Canaan Railroad Company	1,000	100,000	.....
Issued for cash, October 1, 1891	46,750	4,675,000	.....
Issued for stock of New York, Providence and Boston Railroad Company	50,000	5,000,000	.....
Issued for stock of Hartford and Connecticut Valley Railroad Company	8,000	800,000	.....
Issued for stocks of other leased lines	87,179	8,767,900	.....
Total now outstanding	379,429	$37,942,900	$37,942,900

Number of stockholders 6,654

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p c.				
First mortgage	June 1, 1883	20	4	June & Dec.	$5,000,000	$2,000,000	$2,047,971 09
*First mort., N. Y., P. & B. R. R.	Jan. 1, 1869	30	7	Jan. and July	1,000,000	1,000,000	1,000,000 00
†First mort., N. Y., P. & B. R. R.	Apr. 1, 1881	20	4	Apr. and Oct	300,000	300,000	300,000 00
Gen'l mort., N. Y., P. & B. R. R.	Apr. 1, 1892	50	4	Apr and Oct.	4,000,000	1,000,000	1,000,000 00
Total	.....	....	....	.....	$10,300,000	$4,300,000	$4,347,971 09

* Providence to Stonington. † Stonington to New London.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$2,092,290 46	.....
Bridges	184,885 19	.....
Superstructure (including ties)	119,6[illegible]9 98	.....
Rails	175,051 34	.....
Land	650,484 80	.....
Fences	9,[illegible]52 20	.....
Passenger and freight stations	187,828 29	.....
Engine and car houses	3,9[illegible]2 77	.....
Fuel and water stations	10,886 27	.....
Engineering expenses	11,109 64	.....
New Haven office building	176,3[illegible]4 23	.....
Wharfing	10,006 79	.....
Block signals	9,641 44	.....
Miscellaneous	1,981 01	.....
Cost of road as reported up to June 30, 1893	.....	$35,549,819 73
Total cost of road	$4,052,834 39	$39,602,154 12

EQUIPMENT.

Locomotives	$76,984 70	.....
Passenger cars	270,219 39	.....
Freight and other cars	36,050 0	.....
Barges, floats and tugs	9,025 00	.....
Cost of equipment as reported up to June 30, 1893	.....	$5,111,514 86
Total cost of equipment	$392,279 09	$5,503,793 95
Grand total cost of road and equipment	$4,445,113 48	$45,105,948 07

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Cost of four tracking, including grading, ballasting, real estate, stations, and change of grade crossings		$3,566,597 44
Cost of four tracking on Harlem River branch		162,782 60
Shore Line, second track		651,890 72
Real estate		312,836 81
Cost of separation of grade crossings, other than those in connection with four tracking and double tracking		42,665 47
New bridges		21,055 27
New freight stations and grounds		21,478 98
New water station, Rowayton		9,118 23
Second track, East Providence branch		14,406 19
Apponang improvement		10,458 58
Stonington division, block signals		5,951 30
Terminal at New Rochelle		25,944 69
Berlin improvement		9,704 17
Transfer slip, Harlem river		10,006 79
Woodlawn Junction improvement		297 96
East Greenwich retaining wall		338 42
Interlocking New Haven yard		1,803 26
Thompsonville improvement		394 38
Stonington division, double track, etc		2,606 89
New Haven improvement		956 09
Willimantic engine house		3,891 23
New station, Gardiner's Woods		22 37
Blackstone Junction improvement		1,283 35
New Haven general office building		176,374 23
8 locomotives	$76,984 70	
Cars — 6 parlor, 10 sleeping, 2 composite, 2 coaches, and 1 dining	270,219 39	
70 flat cars	36,050 00	
Floating equipment — 1 car float, less old barge sold	9,025 00	
		392,279 09
Total		$4,445,113 48

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$25,261,875 08
Less operating expenses (excluding all taxes)		17,912,709 49
Net earnings from operation		$7,349,165 58
Income from other sources, as follows, viz.:		
Rents	$295,009 54	
Interest on bonds owned	34,240 00	
Dividends on stocks owned	5,385 75	
Dividends on stocks leased	65,592 00	
Miscellaneous income	3,663 12	
		404,490 41
Gross income from all sources		$7,753,655 99
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$202,000 00	
Rentals	3,379,974 95	
Taxes on property used in operation of road	334,347 32	
Taxes on earnings and capital stock	1,061,101 30	
Taxes other than above	14,010 99	
Interest on current liabilities	109,003 72	
Interest on deferred liabilities	17,500 00	
Interest on subscriptions to convertible debenture certificates	263,039 76	
		5,379,978 04
Net income from all sources		$2,373,677 95
Payments from net income, as follows, viz.:		
Dividends declared, 2½ per cent on $32,973,000 common stock	$824,325 00	
Dividends declared, 2½ per cent. on $36,392,900 common stock	909,822 50	
Dividends declared, 2½ per cent. on $37,942,900 common stock	948,572 50	
Dividends declared, 2½ per cent. on $37,942,900 common stock	948,572 50	
		3,631,292 50
Deficit for year ending June 30, 1894		$1,257,614 55

General Income Account.

Deficit for year ending June 30, 1894	$1,257,614 55	
Surplus up to June 30, 1893	6,109,916 16	
		$4,852,301 61
Add profits received from sale of bonds owned by the company	$8,031 65	
Excess of receipts over expenses of Union Wharf Company	4,650 05	
		12,685 70
		$4,864,987 31
Deduct amount of old claims and worthless accounts charged off		11,653 38
Total surplus June 30, 1894		$4,853,333 93

DETAILED STATEMENT OF RENTALS.

Harlem River and Port Chester railroad	$170,000 00
Naugatuck railroad	110,490 00
Boston and New York Air Line railway	82,040 00
Colchester railroad	1,750 00
Shore Line railway	28,[illegible]20 39
New Haven and Northampton railroad	249,[illegible]95 00
Holyoke and Westfield railroad	26,611 19
Providence and Worcester railroad	446,000 00
Pawtuxet Valley railroad	17,668 00
Housatonic railroad	152,252 00
Berkshire railroad	36,250 00
West Stockbridge railroad	1,[illegible]00 00
Stockbridge and Pittsfield railroad	27,172 00
New Haven and Derby railroad	77,453 50
Old Colony railroad	1,346,725 16
Boston and Providence railroad	454,800 00
Providence, Warren and Bristol railroad	24,061 89
Fall River railroad	15,489 98
Plymouth and Middleboro railroad	11,350 00
Attleboro Branch railroad	9,219 00
Nantasket Beach railroad	6,[illegible]50 00
Chatham railroad	2,[illegible]01 89
Danbury and Norwalk railroad	41,180 00
Total amount of rentals deducted from income	$3,379,974 95

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$4,711,808 92			
Freight, local	5,379,273 41	.....	$10,091,082 33	$10,091,082 33
Passengers, through	$1,071,157 90			
Passengers, local	10,900,498 66	$12,971,656 56	.....	12,971,656 56
Mail		494,536 43	.....	494,536 43
Express		725,781 68	.....	725,781 68
Miscellaneous, as follows, viz:				
Hoisting	$193,195 12			
Wharfage	12,921 86			
Switching	56,559 66			
Miscellaneous	70,257 46	.....	332,464 10	332,464 10
Parlor and sleeping cars, etc.	$525,314 06			
Excess baggage	107,157 65			
Miscellaneous	33,882 25	666,353 96	.....	666,353 96
Total gross earnings		$14,858,328 63	$10,423,546 43	$25,281,875 06

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$343,959 83	$161,863 46	$505,823 29
Steel rails laid, 29,017 tons; cost, $791,381.91.			
Iron rails laid, 184 tons; cost, $3,397.62.			
Repairs of roadbed	1,135,486 75	534,346 72	1,669,833 47
Repairs of bridges (including culverts and cattle guards)	153,665 30	72,313 09	225,978 39
Repairs of stations, shops, docks, etc.	264,949 25	109,980 43	374,919 68
Repairs of fences	67,724 17	31,870 06	99,594 23
Other expenses for maintenance of way and structures	237,998 99	164,769 92	402,768 91
Total	$2,203,824 29	$1,075,093 68	$3,278,917 97
Maintenance of equipment:			
Repairs of locomotives	$524,848 59	$272,559 26	$797,407 85
Repairs of cars	691,567 38	647,801 93	1,339,369 31
Repairs of machinery and tools	70,274 91	58,949 54	129,224 45
Other expenses for maintenance of equipment	19,369 55	111,634 31	131,003 86
Total	$1,306,060 43	$1,090,932 04	$2,396,992 47
Conducting transportation:			
Wages of conductors and men	$294,072 04	$1,018,849 66	$2,012,921 70
Wages of engineers and firemen	838,261 52	443,871 28	1,282,132 80
Fuel for locomotives	1,250,689 20	719,567 93	1,970,207 13
Oil and waste	116,014 95	48,671 48	164,686 43
Water supply	102,623 30	48,293 32	150,916 62
Other train supplies or expenses	246,841 19	10,425 77	257,266 96
Wages of station agents and clerks	395,045 02	947,017 72	1,342,062 74
Wages for labor at stations	769,368 62	922,797 69	1,692,166 31
Station supplies	208,576 56	110,798 59	319,370 15
Wages of watchmen, flagmen and switchmen	479,523 80	415,172 08	894,695 88
Other expenses for conducting transportation	45,704 90	334,480 53	380,185 43
Total	$5,446,671 10	$5,019,941 05	$10,466,612 15
General expenses:			
Salaries of general officers and clerks	$221,596 17	$126,344 59	$347,940 76
General office expenses and supplies	20,136 54	27,123 09	47,259 63
Stationery and printing	102,907 83	53,579 30	156,487 13
Outside agencies and advertising	48,924 84	.....	48,924 84
Legal expenses	132,373 20	60,349 33	192,722 53
Loss and damage of freight and baggage	1,374 00	9,348 80	10,722 80
Damage to cattle and property	28,068 51	27,429 40	55,510 91
Injuries to persons	93,780 80	59,792 85	153,573 65
Telegraph maintenance and operation	49,528 53	60,240 05	109,768 58
Mileage of cars of other companies (debit balance)	5,354 62	341,217 60	346,572 22
Rents	205,097 23	82,951 80	288,079 03
Other general expenses	12,333 31	20,361 60	32,694 81
Total	$921,518 48	$868,668 41	$1,790,186 89
Grand total operating expenses	$9,878,074 30	$8,054,635 18	$17,932,709 48

General Balance Sheet, June 30, 1894.

ASSETS.

*Cost of road		$39,602,154 12
Cost of equipment		5,503,793 96
Other permanent investments, as follows, viz.:		
Stock of other companies	$1,700,546 18	
Bonds of other companies	518,484 67	
		2,219,030 85
Stocks of leased lines (not merged) exchanged for N. Y., N. H. and H. stock		8,767,910 00
Contingent assets:		
N. Y. P. and B & O. C. Terminal Company	$708,156 48	
Terminal lands at Providence, R. I.	46,512 00	
Expenditures on Pawtuxet Valley railroad	16,318 53	
Advances to Harlem River and Port Chester railroad	24,530 17	
		710,512 18
Current assets, as follows, viz.:		
Cash on hand	$1,426,891 45	
Bills receivable	410,752 15	
Due by agents and conductors	488,758 70	
Open accounts	719,[illegible]99 49	
Materials and supplies	2,139,991 95	
Trustees of subscriptions to convertible debenture certificates	482,079 91	
Property at No. 266 South street, New York	90,000 00	
		5,757,973 65
		$62,561,264 70

LIABILITIES.

Capital stock		$37,942,900 00
Subscriptions to convertible debenture certificates		9,5[illegible]0,775 00
Funded debt		4,300,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$128,800 63	
Dividends unpaid	4,764 00	
Audited vouchers and pay rolls	1,485,397 58	
Open accounts	317,981 06	
Loans and bills payable	3,100,000 00	
Rental of sundry leased lines due July 1	60,966 61	
Accrued rentals of leased lines not yet due	292,841 89	
		5,290,755 77
Deferred liabilities:		
Rolling stock certificates of Housatonic Railroad Company	$200,000 00	
Certificates of indebtedness of Housatonic Railroad Company	123,500 00	
		323,500 00
Profit and loss (surplus)		4,853,333 93
		$62,561,264 70

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total
Number of passengers carried	2,4[illegible]6,276	42,032,048	44,448,324
Number of passengers carried one mile	99,241,087	626,008,982	725,2[illegible]0,069
Number of tons of freight carried	3,971,791	4,746,[illegible]88	8,717,[illegible]79
Number of tons of freight carried one mile	351,235,792	190,248,615	541,484,407
Passenger train mileage	.....	.....	9,990,726
Freight train mileage	.....	.....	4,716,585
All other train mileage	.....	.....	4,325,628
Total train mileage	.....	.....	19,032,879

* Including cost of equipment of N. Y. P. & B. R. R., the amount of which cannot be ascertained.

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	$14,858,328 63	$9,878,074 30	$4,180,254 33
Average per passenger carried	33428	22223	11205
Average per passenger per mile	0 (48	01362	00686
Average per passenger train per mile	1 48721	98873	49848
Freight earnings and expenses (including miscellaneous earnings).....	10,423,54643	8,054,635 18	2,368,911 25
Average per ton of freight carried.....	1 19565	92392	27173
Average per ton of freight per mile	01925	0 487	00437
Average per freight train per mile.....	2 2100	1 70775	50226

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class.....	2.09	1.74	1.79
Average rate received per mile for carrying passengers, all classes	2.09	1.74	1.79
Average rate received per mile per ton for carrying freight, all classes.....	1.341	2.827	1.864

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State	Entire length	Length in N. Y. State	Entire length.	Length in N. Y. State.	Entire length.
Main line from Woodlawn Junction to Springfield, Mass., single track	14.04	122.44	.....	.....	14.04	122.44
Total of branches or other roads, authorized	.....	159.91	11.50	1,164.60	11.50	1,324.51
Total single track	14.04	282.35	11.50	1,164.60	25 54	1,446.95
Second track on main line	14.04	122.44	.....	.....	14.04	122.44
Second track on branches or other roads....	.....	62.66	11.50	319 03	11.50	381.69
Total second track.....	14.04	185.10	11.50	319.03	25.54	504.13
Third track on main line.....	9.82	24.38	.....	.....	9.82	24.38
Third track on branches or other roads.....	.....	.....	.....	14.91	...	14.91
Fourth track on main line	9.82	24.38	.....	.....	9.82	24.38
Fourth track on branches or other roads....	.....	.....	.....	4.83	.....	4.83
Total third and fourth tracks	19 64	48.76	.....	19.74	19.64	68.50
Sidings and turnouts on main line	7.74	108.82		.....	7.74	108.82
Sidings and turnouts on branches or other roads.....	.....	51.42	26.16	513.93	26.16	565.35
Total sidings and turnouts	7.74	160.24	26.16	513.93	33.90	674.17
Grand total of tracks, sidings and turnouts.	55.46	676.45	49.16	2,017.30	104.62	2,693 75
Laid with steel rail, main line.....	55.46	386.16	.....	.....	55.46	386.16
Laid with steel rail, branches or other roads	.....	264.70	38.30	1,837.25	38.30	2,101.95
Laid with iron rail, sidings on main line	.....	16.30	.....	.....	.....	16.30
Laid with iron rail, sidings on branches or other roads.....	.....	9.29	10.86	180.05	10.86	189 34

Average life of rails — steel, 12 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 100 lbs.; minimum, 57 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length, miles.	Owned or leased.	Miles of double track (third and fourth tracks).
New Canaan branch	Stamford	New Canaan	7.66	Owned.	.....
Connection with West River branch	Union Depot	West Riv. branch	.87	Owned.	.....
West River branch	Connection with	N. H. & D. R. R.	.79	Owned.	.....
Belle Dock branch	Shore Line Jct	Belle Dock	1	Owned.	1
New Britain branch	Berlin	New Britain	3.18	Owned.	.....
Middletown branch	Berlin	Middletown	9.70	Owned.	.....
Freight branch at Hartford	.....	.....	.84	Owned.	.....
Valley division	Hartford	Fenwick	46.20	Owned.	.....
Suffield branch	Windsor Locks	Suffield	4.32	Owned.	.....
Loop branch at Stonington	.....	.....	.97	Owned.	.....
Groton branch	Groton	Poquonnock	4.10	Owned.	.....
Stonington division	New London	Providence	62.11	Owned.	61.66
Buttonwood branch	Auburn	Buttonwoods	9.90	Owned.	.....
Pontiac branch	Auburn	Pontiac	4.69	Owned.	.....
Henderson Street branch	Auburn	Hend. st., Provid.	3.58	Owned.	.....
Harlem River and Pt'c railroad	Harlem river	New Rochelle	11.50	Leased.	11.50
Danbury and Norwalk railroad	Danbury	Wilson's Point	26.28	Leased.	.....
Ridgefield branch	Branchville	Ridgefield	3.97	Leased.	.....
Housatonic railroad	Bridgeport	Mass. State line	74.97	Leased.	.....
Botsford branch	Botsford	Huntington	9.79	Leased.	.....
Danbury branch	Brookfield Jct.	Danbury	5.36	Leased.	.....
Berkshire railroad	Conn. State line	West Stockbridge	20.53	Leased.	.....
West Stockbridge railroad	West Stockbridge	N. Y. State line	2.64	Leased.	.....
Stockbridge and Pittsfield railroad	Van Deusenville	Pittsfield	22.02	Leased.	.....
Naugatuck railroad	Naugatuck Jct. Ct.	Winsted	56.55	Leased.	5.40
Watertown branch	Waterbury	Watertown	4.44	Leased.	.....
New Haven and Derby railroad	New Haven	Ansonia	12.90	Leased.	.....
Huntington branch	Derby	Huntington	3.79	Leased.	.....
Boston and New York Air Line Ry.	New Haven	Willimantic	51.50	Leased.	.....
Colchester railroad	Turnerville	Colchester	3.59	Leased.	.....
New Haven and Northampton R. R.	New Haven	Conway Junction.	94.64	Leased.	.....
New Hartford branch	Farmington	New Hartford	14.09	Leased.	.....
Williamsburg branch	Northampton	Williamsburg	7.51	Leased.	.....
Turner's Falls branch	South Deerfield	Turner's Falls	10.07	Leased.	.....
Holyoke and Westfield railroad	Westfield	Holyoke	10.32	Leased.	.....
Shore Line railway	New Haven	New London	48.53	Leased.	45.96
Pawtuxet Valley railroad	Pontiac	Hope, R. I.	5.67	Leased.	.....
Providence and Worcester railroad	Providence	Worcester	*49.90	Leased.	*43.68
East Providence branch	Valley Falls	East Providence	7	Leased.	.....
Boston and Providence railroad	Boston	Providence	*41.50	Leased.	*53.97
India Point branch	East Jct., Mass	India Point	8.05	Leased.	.....
West Roxbury branch	Forrest Hills	Dedham	5.37	Leased.	5.37
Dedham branch	Readville	Dedham	2.22	Leased.	2.22
Stoughton branch	Canton Jct., Mass.	Stoughton	4.05	Leased.	4.05
Providence, War. and Bristol R. R.	India Point	Bristol, R. I.	13.60	Leased.	7.77
Branch at India Point	.....	.....	.75	Leased.	.....
Old Colony:					
Main line	Boston	Newport	67.79	Leased.	49.58
Main line	Mayflower Park	Somerset Junction	36.31	Leased.	21.44
Main line	Middleboro	Provincetown	85.66	Leased.	19.72
Main line	Raynham	Whittenton Jct	3.38	Leased.	3.38
Main line	Braintree	Kingston	32.34	Leased.	8.41
Main line	South Braintee	Plymouth	26.04	Leased.	.....
Main line	Framingham	Lowell	26.12	Leased.	4.36
Main line	New Bedford	Fitchburg	91.25	Leased.	50.31
Dorchester and Milton branch	Neponsett	Mattapan	3.30	Leased.	.....
Stoughton branch	Stoughton Jct.	Stoughton	1.65	Leased.	1.65
Shawmut branch	Harrison Sq.	Shawmut	2.39	Leased.	.....
Bridgewater branch	Whitman	B'water I. W'ks.	6.12	Leased.	.....
Brockton branch	Elmwood	Westdale	.75	Leased.	.....
Granite branch	Atlantic	Braintree	5.41	Leased.	.....
Hyannis branch	South Yarmouth	Hyannis	5.05	Leased.	.....
Woods Holl branch	Buzzards Bay	Woods Holl	17.54	Leased.	.....
Fairhaven branch	Tremont	Fairhaven	15.17	Leased.	.....
Hanover branch	North Abington	Hanover	7.80	Leased.	.....
Easton branch	Matfield	Easton	7.56	Leased.	.....
P. & M. R. R. extension	.....	Middleboro	.42	Leased.	.....
Middletown and Taunton branch	Middleboro	M. & T. Junction.	8.04	Leased.	.....
Attleboro branch	Attleboro Jct.	Attleboro	8.60	Leased.	.....
Whittenton Y branch	Attleboro Jct.	Whittenton	.98	Leased.	.....
Sterling branch	Pratt's Junction	Sterling Junction.	5.03	Leased.	.....
Lancaster branch	Lancaster Jct.	Lancaster Mills	1.63	Leased.	.....
Marlboro branch	Marlboro Jct.	Marlboro	1.47	Leased.	.....
Prison branch	S. Framingham	Prison	.62	Leased.	.....
Wrentham branch	Walpole Junction	North Attleboro	12.85	Leased.	.....
Walpole and Dedham branch	Walpole Junction	Norwood Jct.	5.76	Leased.	.....
Fall River W. and B. branch	Fall River.	Warren	7.95	Leased.	.....
Providence & Worcester connect'n	.....	.....	.22	Leased.	.....
Fall River railroad	New Bedford	Fall River	12.25	Leased.	.....
Plymouth & Middletown railroad	Plymouth	Middleboro	15.03	Leased.	.....
Chatham railroad	Harwick	Chatham	7.07	Leased.	.....
Attleboro branch railroad	Attleboro	North Attleboro	4.00	Leased.	.....
Nantasket Beach railroad	Old C. house	Pemberton	6.95	Leased.	.....
			1,324.51		401.43

* Boston and Providence railroad and Providence and Worcester railroad mileage each includes only one-half of miles of joint tracks between Providence station and Boston switch, so called, viz.: 5 miles of first or single track; 5 miles of second track; 3.80 miles of third track, and 3.80 miles of fourth track; these distances being the total lengths.

Miles in State of New York—Harlem River and Port Chester, 11.50 miles; balance of mileage is outside of that State.

All tracks in above mileage laid with steel rails.

BRIDGES.	IN NEW YORK STATE		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	24	1,844	574	43,602
Wooden bridges	10	272	264	11,747.7
Wooden trestles	7	6,962	163	57,197.7
Total	41	9,078	1,001	112,547.2

EQUIPMENT.	Number owned.	Number leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	62	48	110	109	.....
Locomotives, 4 drivers	206	353	559	542	95
Total	268	401	669	651	95
First class passenger cars	590	654	1,234	1,234	1,234
Second class passenger cars	150	.....	150	150	150
Baggage, mail and express cars	154	87	251	251	251
Total	894	741	1,635	1,635	1,635
Box freight cars	1,685	3,080	4,765	921	1,911
Stock freight cars	5	22	27	.....	4
Coal freight cars	1,024	1,479	2,503	292	712
Flat freight cars	728	782	1,510	106	418
Caboose, 4-wheel cars	47	25	72	.....	3
Caboose, 8-wheel cars	52	80	132	.....	2
Service and coal dump cars	544	2,386	2,930	9	1
Total	4,085	7,854	11,939	1,398	3,051

Eames and Westinghouse brakes on passenger cars; Westinghouse on freight cars; Miller Hook and Master Car Builders couplers on passenger cars; Master Car Builders on freight cars.

Split switches in general use and all renewals on main line made with that pattern.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade	1	31
Railroads crossing over or under grade	2	24
Highway crossings at grade without protection	6	919
Highway crossings at grade protected by gates or flagmen	6	606
Highway crossings at grade protected by electric signals	.....	44
Highway crossings over or under grade	47	678
Overhead obstructions less than twenty feet above track	28	539

Passenger cars are heated by hot water which in turn is heated by steam applied on outside of cars; lighted by oil lamps and gas, and ventilated by hinged sash in dome and dome ventilators.

The Adams Express Company runs over line; the compensation paid by the express company is based upon the space occupied by express matter, which varies from time to time.

Sleeping, parlor and buffet cars run over this road. These classes of cars on through and local trains are owned and operated by this company; joint lines are operated in connection with the Boston and Albany Railroad Company of both sleeping and parlor cars, each company furnishing its quota based on mileage. Joint lines of parlor cars are operated in connection with the New York and New England Railroad Company, each company furnishing its quota of cars, based on mileage.

Pullman, sleepers and parlor cars are operated between Boston and Harlem river, filling joint line with the Pennsylvania Railroad Company between Boston, Philadelphia and Washington.

Pullman cars are operated on the Old Colony system under contract.

Two dining cars are operated between Boston and New London, owned and leased by this company. The average charge per mile, in addition to the regular passenger rates, is, approximately, four-tenths of a cent per mile.

The Star Union Line freight cars and cars of the Red Line, White Line, Blue Line and of other transportation companies run over this road, and for the use of their cars this company pays mileage the company charges for all repairs made on their cars. These transportation companies use cars furnished by themselves; neither their cars nor freight are given any preference in speed or order of transportation.

This company has no formal contract with the United States Government for transportation of mails, but takes the compensation allowed by law for their transportation.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	94,290	1.08
Grain	3[illegible]0,009	3.79
Meats and provisions	252,0[illegible]	2.89
Live stock	68,145	0.72
Lumber	507,113	5.82
Pig and bar iron and steel	13[illegible],116	1.57
Iron or other ores	17,075	0.20
Coal and coke	1,691,9[illegible]3	19.4[illegible]
Petroleum and other oils	105,681	1.20
All other manufactures	12,271	0.14
All other merchandise	2,747,045	31.53
All other agricultural products	410,419	4.70
All other articles not included above	2,350,018	26.95
Total	8,717,879	100

NUMBER OF ACCIDENTS.

		Injured.	Killed.	Total.
Passengers	New York	1	1	2
	Entire line	27	2	29
Employes	New York	18	4	22
	Entire line	222	32	254
Others	New York	13	20	33
	Entire line	131	166	297
Total, New York		32	25	57
Total, entire line		380	200	580

EMPLOYES.

Average number of persons employed (including officials) during year	18,567
Aggregate amount of salaries and wages paid them	$11,598,803 20

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES P. CLARK	President	New Haven, Conn.
JOHN M. HALL	Vice-President	New Haven, Conn.
C. S. MELLEN	Second Vice-President	New Haven, Conn.
J. R. KENDRICK	Third Vice-President	Boston, Mass.
WM. D. BISHOP, JR.	Secretary	Bridgeport, Conn.
WM. L. SQUIRE	Treasurer	New Haven, Conn.
H. M. KOCHERSPERGER	Comptroller	New Haven, Conn.
C. H. PLATT	General Superintendent New Haven system	New Haven, Conn.
E. G. ALLEN	General Superintendent Old Colony system	Boston, Mass.

Directors of the Company.

Name.	*Residence.*
*E. H. TROWBRIDGE	
WILLIAM D BISHOP	Bridgeport, Conn.
†NATHANIEL WHEELER	
HENRY C. ROBINSON	Hartford. Conn.
CHARLES P. CLARK	New Haven, Conn.
JOSEPH PARK	New York city.
CHAUNCEY M. DEPEW	New York city.
HENRY S. LEE	Springfield, Mass.
WILLIAM ROCKEFELLER	New York city.
J. PIERPONT MORGAN	New York city.
LEVERETT BRAINARD	Hartford, Conn.
GEORGE MCCULLOCH MILLER	New York city.
JOHN M. HALL	New Haven, Conn.
CHARLES F. CHOATE	Boston, Mass.
NATHANIEL THAYER	Boston, Mass.
ROYAL C. TAFT	Providence, R. I.
CHARLES F. BROOKER	Torrington, Conn.
CARLOS FRENCH	Seymour, Conn.
GEORGE J. BRUSH	New Haven, Conn.

Title of company, New York, New Haven and Hartford Railroad Company.
General offices at New Haven, Conn.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in October.
For information concerning this report, address H. M. Kochersperger, Comptroller.

NEW YORK AND NORTHERN.

(Date of organization, October 11, 1887.)

The New York and Northern Railway Company was organized October 11, 1887, after the sale under foreclosure of the New York City and Northern Railroad Company, and by consolidation with the Yonkers Rapid Transit Railway Company and the Yonkers Rapid Transit, New York division. The New York City and Northern Railroad Company was organized February 18, 1878, and acquired, under lease dated March 1, 1878, the property of the New York, Westchester and Putnam Railway Company. Under date of May 1, 1890, the New York and Northern Railway Company also acquired, under lease, the property of the West Side and Yonkers railway. The New York, Westchester and Putnam railway was chartered July 3, 1877, as the successor, by organization, of a part of the New York, Boston and Montreal railway. The West Side and Yonkers Railway Company was chartered July 21, 1879. The Yonkers Rapid Transit Company, New York division, was chartered June 4, 1881. The Yonkers Rapid Transit Railway Company was chartered June 8, 1880.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter and issued for reorganization, and now outstanding	30,000	$3,000,000	60,000	$6,000,000

Grand total of common and preferred stock now outstanding $9,000,000

* Died November 24, 1893. † Died January 1, 1894.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p c.				
First mortgage	Oct. 1, 1887	40	5	Apr & Oct.	$1,200,000	$1,200,000	Not known
Second mortgage.....	Oct. 1, 1887	40	4	June & Dec.	3,200,000	3,200,000	Not known
Total	.....	....	....	.....	$4,400,000	$4,400,000	.....

Cost of Road and Equipment.

	Additions or betterments during six months ending Dec. 3., 1893.	Total cost of equipment up to Dec. 31, 1893.
Barges, floats and tugs	$3,000 00	$3,000 00
Grand total cost of road and equipment	.....	13,580,217 05

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Steam tug "Dorothy".....	$3,000 00

Income Account for One-half Year Ending December 31, 1893,

Gross earnings from operation		$293,971 93
Less operating expenses (excluding all taxes).....		253,872 15
Net earnings from operation.....		$40,099 78
Income from other sources, as follows, viz :		
Rents.....	$1,934 60	
Telegraph	754 00	
Interest.....	7 54	
		2,696 14
Gross income from all sources		$42,795 92
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	$94,000 00	
Taxes on property used in operation of road, on earnings and capital stock and all other taxes.....	10,950 00	
		104,950 00
Deficit for six months ending December 31, 1893.....		$62,154 08

General Income Account.

Deficit for one-half year ending December 31, 1893	$62,154 08
Deficit up to June 30, 1893.....	228,594 20
Total deficit December 31, 1893.....	$290,748 28

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total
Freight, all local	.....	$ 30,825 05	$130,825 05
Passengers, all local	$158,788 81	.....	158,788 81
Mail	2,123 68	.....	2,123 68
Express	2,239 39	.....	2,239 39
Total gross earnings	$163,146 88	$130,825 05	$293,971 93

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	.....	.....	$25,765 70
Steel rails laid	.....	.....	3,018 59
Repairs of roadbed	.....	.....	205 00
Repairs of bridges (including culverts and cattle guards)	.....	.....	5,548 84
Repairs of stations, shops, docks, etc.	.....	.....	5,118 69
Other expenses for maintenance of way and structures	.....	.....	184 49
Total	.....	.....	$39,841 31
Maintenance of equipment:			
Repairs of locomotives	.....	.....	$8,677 59
Repairs of cars	.....	.....	10,707 09
Repairs of machinery and tools	.....	.....	264 45
Repairs of floating equipment	.....	.....	1,583 86
Other expenses for maintenance of equipment	.....	.....	362 40
Total	.....	.....	$21,594 89
Conducting transportation:			
Wages of conductor and men	.....	.....	$22,892 48
Wages of engineers and firemen	.....	.....	21,064 68
Fuel for locomotives	.....	.....	46,118 15
Oil and waste	.....	.....	1,235 58
Water supply	.....	.....	1,115 40
Other train supplies or expenses	.....	.....	1,141 04
Wages of station agents and clerks	.....	.....	17,562 46
Wages for labor at stations	.....	.....	12,189 20
Station supplies	.....	.....	3,110 32
Wages of watchmen, flagmen and switchmen	.....	.....	9,128 52
Other expenses for conducting transportation	.....	.....	17,215 77
Barges, floats, ferry boats and tugs, expenses including wages, fuel, supplies and hire	.....	.....	11,186 48
Total	.....	.....	$163,470 08
General expenses:			
Salaries of general officers and clerks	.....	.....	$10,116 37
General office expenses and supplies	.....	.....	1,194 48
Stationery and printing	.....	.....	2,007 79
Outside agencies and advertising	.....	.....	2,853 85
Legal expenses	.....	.....	2,385 21
Loss and damage of freight and baggage	.....	.....	279 55
Damage to cattle and property	.....	.....	452 20
Injuries to persons	.....	.....	635 00
Telegraph maintenance and operation	.....	.....	2,619 13
Mileage of cars of other companies (debit balance)	.....	.....	3,840 70
Other general expenses	.....	.....	2,611 66
Total	.....	.....	$28,965 92
Grand total operating expenses	$146,530 07	$107,342 08	$253,872 15

General Balance Sheet, December 31, 1893.

ASSETS.

Cost of road and equipment		$13,580,217 05
Current assets, as follows, viz.:		
Cash on hand	$8,902 34	
Due by agents	9,874 55	

Open accounts	$46,662 40	
Materials and supplies	41,918 36	
Real estate mortgage note	10,500 00	
		$117,857 65
Profit and loss (deficiency)		290,748 26
		$13,988,822 96

LIABILITIES.

Capital stock	$9,000,000 00
Funded debt	4,400,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	281,966 66
Audited vouchers and pay rolls	58,105 84
Open accounts	2,336 71
Loans and bills payable	92,293 75
Sundries	1,131 33
Equipment trust certificates	149,338 60
Mortgage on real estate	3,000 00
	$13,988,822 96

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	1,041,628
Number of passengers carried one mile	9,127,488
Number of tons of freight carried	58,663
Number of tons of freight carried one mile	4,070,217
Passenger train mileage	220,205
Freight train mileage	83,247
All other train mileage	4,433
Total train mileage	307,885

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$163,146 88	$146,530 07	$16,616 81
Average per passenger carried	15663	14068	01595
Average per passenger per mile	01787	01605	00182
Average per passenger train per mile	74089	66543	07546
Freight earnings and expenses (including miscellaneous earnings)	130,825 05	107,342 08	23,482 97
Average per ton of freight carried	1 476	1 211	265
Average per ton of freight per mile	03214	02637	00577
Average per freight train per mile	1 572	1 290	282

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.740
Average rate received per mile, per ton, for carrying freight, all classes	3.214

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from One Hundred and Fifty-fifth street to Brewsters, N. Y.	54.06
Total of branches or other roads authorized	7.15
Total single track	61.21
Second track on main line	5.20
Second track branches or other roads	3.10
Total second track	8.30
Sidings and turnouts on main line	15.38
Sidings and turnouts on branches or other roads	.35
Total sidings and turnouts	15.73
Grand total of tracks, sidings and turnouts	85.24
Laid with steel rail, main line	54.06
Laid with steel rail, branches or other roads	7.15

Average life of rails—steel, 15 years; average life of ties, 9 years; weight of rails per yard—steel, maximum, 76 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel, cinders and stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State, miles.	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Yonkers branch	Van Cortlandt Jc.	Yonkers	3.10	3.10	Owned	[3.10	3.10
Mahopac Falls railroad	Baldwin place	Mahopac Mines	4.05	4.05	Operated	.....	4.05

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	43	4,614.3
Wooden bridges	6	146.5
Wooden trestles	17	5,939.5
Total	66	10,800.1

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	4	$9,500	158,000	3½	4	.....
Locomotives, 4 drivers	17	8,000	111,500	5	16	.....
Total	21	.....	.....	.....	20	.....
First class passenger cars	53	$4,000	40,000	7½	53	26
Baggage, mail and express cars	2	3,000	50,000	7	2	2
Total	55	.....	.....	.....	55	28
Box freight cars	87	.....	18,500	12	.....	.....
Stock freight cars	2	.....	17,500	12	.....	.....
Coal freight cars	157	.....	17,500	12	.....	.....
Flat freight cars	38	.....	17,000	12	.....	.....
Caboose, 8-wheel cars	3	.....	10,000	8	.....	.....
Service cars	1	.....	18,500	12	.....	.....
Total	288	.....	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse, Eames and Vacuum brakes and Miller coupler.

Lorenz safety switch used principally. There are two Wharton safety switches and five ordinary point switches in use.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Railroads crossing road over or under grade	2
Highway crossings at grade without protection	32
Highway crossings at grade protected by gates or flagmen	13
Highway crossings over or under grade	24
Overhead obstructions less than twenty feet above track	8

Passenger cars are heated by steam from locomotives, lighted by oil lamps and ventilated by deck windows.

American Express Company operates over line and pays one-third of gross earnings with a minimum guaranteed of $4.000 per year

Parlor cars owned by company are run over line; additional fare is charged.

United States mail is carried at certain rates fixed by Congress, per mile per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	635	.75
Grain	11,248	13.02
Meats and provisions	1,217	1.37
Milk	8,851	9.98
Lumber	2,079	2.35
Pig and bar iron and steel	2,387	2.69
Iron or other ores	75	.09
Coal and coke	8,661	9.77
Petroleum and other oils	1,595	1.80
All other manufactures	22,998	25.93
All other merchandise	16,291	18.37
All other agricultural products	4,659	5.26
All other articles not included above	7,643	8.62
Total	88,663	100

Average number of persons employed (including officials) during one-half year,	490
Aggregate amount of salaries and wages paid them	$140,788 98

Officers of the Company.

Name.	*Title.*	*Official Address.*
R. S. HAYES	President	32 Nassau street, New York city.
H. T. DIMOCK	Vice-President	32 Nassau street, New York city.
G. G. HAVEN, Jr.	Sec'y and Acting Gen. Man.	32 Nassau street, New York city.
JOHN CARSTENSEN	eneral Auditor	Grand Central depot, N. Y. city.
E. V. W. ROSSITER	Treasurer	Grand Central depot, N. Y. city.
L. M. ALLEN	Gen Freight and Pass. Agt.	High Bridge, New York city.
THOMAS MILLER	Supt Master of Machinery	High Bridge, New York city.
SHERMAN EVARTS	Attorney	52 Wall street, New York city.

Directors of the Company.

Name.	*Residence.*
J. J. BELDEN	Syracuse, N. Y.
A. M. BILLINGS	Chicago, Ill.
C. T. BARNEY	7 Wall street, N. Y.
SAMUEL BARTON	331 Madison avenue, N. Y.
CHAS. F. COX	Grand Central depot, N. Y.
GEO. COPPELL	22 Exchange place, N. Y.
HENRY DIMOCK	Pier 11, North river, N. Y.
R. M. GALLOWAY	40 Wall street, N. Y
G. G. HAVEN, Jr	32 Nassau street, N. Y.
R. S. HAYES	32 Nassau street, N. Y.
WM. MARTENS	50 Wall street, N. Y.
W. H. PAULDING	Peekskill, N. Y.
G. W. SMITH	120 Broadway, N. Y.

Title of company, New York and Northern Railway Company.
General offices at 32 Nassau street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, November.
For information concerning this report, address J. Carstensen, General Auditor, Grand Central station, New York city.

NEW YORK, ONTARIO AND WESTERN.

(Date of charter, January 21, 1880.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Par value.	Number of shares.	Par value.
Authorized by law or charter ..	630,000	$63,000,000 00	20,000	$2,000,000 00
Issued for property under the reorganization plan	581,139 82	$58,113,982 84	20,000	$2,000,000 00
Cancel d by issu of first mortgage 5 per cent bonds in exchange	.....	.....	19,940	1,994,000 00
Total now outstanding	581,139 82	$58,113,982 84	60	$6,000 00

Grand total of common and preferred stock now outstanding $58,119,982 84
Number of stockholders 2,169

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p c				
Consol'dated 1st mortgage	June 1, 1889	50	5	Dec. & June 1	$10,000,000	$5,600,000	$4,876,500 00
Refunding mortgage	June 1, 1892	100	4	Mch. & Sept. 1	20,000,000	7,625,000	5,828,006 96
Total	....	...	....	.....	$30,000,000	$13,225,000	$10,704,506 96

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost of road to June 30, 1893	.....	$64,819,514 43
Grading, masonry and ballast	$11,229 72	
Bridges	30,995 68	
Superstructure (including ties)	21,[illegible]70 81	
Rails	21,424 02	
Land and land damages	6,417 26	
Passenger and freight stations	12,591 27	
Shops, machinery and tools	9,273 23	
Fuel and water stations	949 48	
Engineering expenses	210 94	
Interest and discount charged to construction	288,542 06	
Coal terminals	36,524 57	
Electric light plant	1,134 07	
Ice houses	741 72	
		451,804 81
Total cost of road	$451,804 81	$65,271,319 24
EQUIPMENT.		
Total cost of equipment to June 30, 1893	.....	$3,398,845 68
Locomotives	*$4,936 56	
Passenger cars	2,440 34	
Freight and other cars	85,912 11	
Barges, floats and tugs	3,857 73	
		87,273 62
Total cost of equipment	$87,273 62	$3,486,119 30
Grand total cost of road and equipment	$539,078 43	$68,757,438 54

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Three thousand tons of 76 pound steel rail in place of 56 pound steel	$31,424 02
Six caboose cars, balance	2,027 43
Amount on account of 850 gondola coal cars, under trust agreement	48,085 68
Amount on account of 500 gondola coal cars, under trust agreement	30,000 00
Sundry improvements to rolling stock	8,658 78
Workshops and machinery	9,273 23
2.27 miles additional sidings and safety switches	10,574 49
Rebuilding bridges, trestles and culverts	30,995 68
Passenger depots, freight houses and station grounds	12,591 27
Weehawken coal docks and new approach	30,[illegible]34 65
Transfer Oswego pier No 6 and dredging	3,019 00
Steam coal hoists, Oswego sales trestle	3,000 00
Electric lighting, Middletown and Weehawken	1,[illegible]34 07
Signals, Cornwall, Fulton and Moodna	6,501 25
Turntables Oneida and Oswego	4,698 07
Sundry improvements and additions on line of road	13,651 76
Six Futock coal boats balance	3,857 73
Land purchase and land damages	6,417 26
Discount on bonds sold, etc	288,542 06
	$544,578 43
Credit:	
One locomotive transferred to workshops and machinery	5,500 00
Total	$539,078 43

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$3,842,119 63
Less operating expenses (excluding all taxes)	2,627,879 21
Net earnings from operation	$1,214,240 42

* Credit.

Income from other sources, as follows, viz.:		
Interest on bonds owned		$75,090 00
Gross income from all sources		$1,989,330 42
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$569,041 67	
Rentals	182,185 72	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	104,660 95	
Sundry interest and discounts	13,875 50	
		869,763 84
Surplus for year ending June 30, 1894		$419,566 58

General Income Account.

Surplus for year ending June 30, 1894	$419,566 58	
Surplus up to June 30, 1893	1,199,580 96	
		$1,619,147 54
Deduct:		
Items carried directly to profit and loss account during the current year		4,183 83
Total surplus June 30, 1894		$1,614,964 71

DETAILED STATEMENT OF RENTALS.

Delaware and Hudson Canal Company, lessee of Utica, Clinton and Binghamton and Rome and Clinton railroad	$75,000 00
Wharton Valley railway	3,750 00
Ontario, Carbondale and Scranton railway	103,435 72
Total amount of rentals deducted from income	$182,185 72

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$226,291 55			
Freight, local	2,770,719 67	.....	$2,997,011 22	$2,997,011 22
Passengers, through	$121,279 06			
Passengers, local	557,870 08	$679,149 14	.....	679,149 14
Mail		46,182 68	.....	46,182 68
Express		76,927 41	.....	76,927 41
Miscellaneous, as follows, viz.:				
Telegraph	$6,696 77			
New service	1,731 12			
Sundries	34,421 19	15,857 80	27,191 38	42,849 18
Total gross earnings		$817,917 03	$3,024,202 60	$3,842,119 63

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$36,788 63	$189,641 09	$326,429 72
Repairs of bridges (including culverts and cattle guards)	6,940 59	54,644 09	61,584 68
Repairs of stations shops, docks, etc	2,539 05	19,990 21	22,529 26
Repairs of fences	375 03	2,962 66	3,337 69
Other expenses for maintenance of way and structures	6,933 40	69,210 69	76,144 09
Total	$53,576 70	$436,438 74	$490,015 44
Maintenance of equipment:			
Repairs of locomotives	$57,659 18	$112,577 54	$170,236 72
Repairs of cars	53,392 63	153,771 84	207,164 47
Repairs of machinery and tools	14,030 77	36,846 26	50,897 03
Other expenses for maintenance of equipment	957 75	754 49	3,498 24
Total	$126,030 33	$310,736 13	$436,766 46

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductor and men	$79,434 61	$155,098 33	$234,527 94
Wages of engineers and firemen	76,391 34	149,151 45	225,542 79
Fuel for locomotives	98,873 70	217,542 07	316,415 77
Oil and waste	7,083 61	17,181 54	24,265 15
Water supply	1,589 21	12,512 00	14,101 21
Other train supplies or expenses	3,468 96	27,311 52	30,780 48
Wages of station agents and clerks, wages for labor at stations	16,280 42	128,177 63	144,458 05
Station supplies	13,029 53	32,083 15	45,112 67
Wages of watchmen, flagmen and switchmen	5,832 95	45,923 44	51,756 39
Terminal expenses	3,699 73	119,849 03	123,548 75
Other expenses for conducting transportation	57,299 88	136,730 26	194,030 14
Total	$362,983 92	$1,041,545 42	$1,404,529 34
General expenses:			
Salaries of general officers and clerks	$26,426 29	$51,596 40	$78,022 69
General office expenses and supplies	5,691 04	11,111 55	16,802 59
Stationery and printing, outside agencies and advertising	2,779 15	5,426 18	8,205 33
Legal expenses	3,884 70	7,555 23	11,439 93
Loss and damage of freight and baggage, damage to cattle and property	2,251 13	17,723 36	19,974 49
Injuries to persons	9,690 16	18,919 70	28,609 86
Telegraph maintenance and operation	5,070 95	39,924 18	44,995 13
Mileage of cars of other companies (debit balance)	6,047 81	49,329 47	55,377 28
Other general expenses	7,807 07	25,333 60	33,140 67
Total	$69,638 30	$226,929 67	$296,567 97
Grand total operating expenses	$432,229 25	$2,015,649 96	$2,627,879 21

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$65,271,319 24
Cost of equipment		3,486,119 30
Other permanent investments, as follows, viz.:		
Stock of other companies	$1,571,600 00	
Bonds of other companies	1,501,500 00	
		3,073,100 00
Current assets, as follows, viz.:		
Cash on hand	$101,719 60	
Bills receivable and losses	766,446 97	
Due by agents	581,128 69	
Open accounts	834,825 70	
Materials and supplies	187,270 02	
Sundries	12,250 00	
		2,483,640 98
Cars under lease (car trusts)		408,100 70
		$74,722,280 22

LIABILITIES.

Capital stock		$58,119,962 84
Funded debt		13,225,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$179,475 09	
Audited vouchers and pay rolls	228,809 70	
Open accounts	229,057 07	
Loans and bills payable	415,150 00	
		1,151,991 77
Wharton Valley railway construction fund	$54,913 57	
Hancock and Pennsylvania railroad construction fund	147,326 63	
		202,240 20
Balance under car trust agreements		408,100 70
Profit and loss (surplus)		1,614,984 71
		$74,722,280 22

Traffic and Mileage Statistics.

ITEM.	Through	Local.	Total.
Number of passengers carried	39,645	867,012	926,657
Number of passengers carried one mile	11,698,461	25,220,341	36,918,804
Number of tons of freight carried	163,879	2,240,479	2,404,358
Number of tons of freight carried one mile	27,439,121	301,094,595	328,533,716
Passenger train mileage	.....	.....	988,737
Freight train mileage	.....	.....	1,930,101
All other train mileage	.....	.....	50,662
Total train mileage	.....	.....	2,969,500

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$817,917 03	$612,229 25	$205,687 78
Average per passenger carried	88265	6 079	22186
Average per passenger per mile	022 5	01658	00557
Average per passenger train per mile	82723	61920	20803
Freight earnings and expenses (including miscellaneous earnings)	3,024,202 60	2,015,649 96	1,008,552 64
Average per ton of freight carried	1 2578	8383	41947
Average per ton of freight per mile	0092	006 4	00306
Average per freight train per mile	1 5668	1 0443	52254

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	1.142	2.212	2.014
Average rate received per mile for carrying passengers, second class	.935	.....	.935
Average rate received per mile for carrying passengers, all classes	1.086	2.212	1.889
Average rate received per mile per ton for carrying freight, all classes	.824	.920	.912

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	MILES, LEASED		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line authorized, from Cornwall to Oswego, single track	271.75	.....	.....	271.75	271.75
Total of branches, or other roads, authorized	47.02	53.79	104.54	100.81	151.56
Total single track	318.77	53.79	104.54	372.56	423.31
Second track branches or other roads	.....	.....	2.00	.....	2.00
Sidings and turnouts on main line	95.81	.....	.....	95.81	95.81
Sidings and turnouts on branches or other roads	3.94	20.48	43.76	24.42	47.70
Total sidings and turnouts	99.75	20.48	43.76	120.23	143.51
Grand total of tracks, sidings and turnouts	418.52	74.27	150.30	492.79	568.82
Laid with steel rail, main line	271.75	.....	.....	271.75	271.75
Laid with steel rail, branches or other roads	47.02	53.79	104.54	100.81	151.56

Average life of rails—steel, 18 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 76 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Ellenville branch	Summitville	Ellenville	7.80	7.80	Owned..	7.80
Delhi branch	Walton	Delhi	16.84	16.84	Owned..	16.84
New Berlin branch....	New Berlin Junc ...	New Berlin	22.38	22.38	Owned..	22.38
Wharton Valley.....	New Berlin Junc ...	Edmeston	6.80	6.80	Leased..	6.80
Utica division	Randallville	Utica	31.30	31.30	Leased..	31.30
Rome branch	Clinton	Rome	12.78	12.78	Leased .	12.78
Ontario, Carbondale & Scranton railway	Hancock Junction..	Scranton, Penn.	2.91	53.66	Leased..	53.66

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet		*Feet.*
Iron bridges.....	96	13,748	133	16,907
Wooden bridges.	41	2,827	43	3,007
Wooden trestles.....	108	20,174	112	21,770
Total	245	36,749	288	41,684

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	49	.....	49	.....	170,000	48	1
Locomotives, 6 drivers	52	.....	52	.....	126,000	47	15
Locomotives, 4 drivers	31	.....	31	.....	109,300	31	13
Shifters	1	.....	1	.....	84,600	1	.....
Total	133	.....	133	.....	.....	127	29
First class passenger cars	60	.....	60	$6,000	54,200	60	60
Second class passenger cars	38	.....	38	3,500	44,200	38	38
Baggage, mail and express cars....	25	.....	25	2,500	38,600	25	25
Total	123	.....	123	.....	.....	123	123
Milk cars.....	39	.....	39	$,290	31,000	39	39
Box freight cars.....	661	.....	661	645	22,200	4	245
Stock freight cars	64	.....	64	690	20,450	.....	11
Coal freight cars....	3,287	1,350	4,637	513	18,525	.....	4,066
Flat freight cars.....	646	.....	646	435	16,920	.....	159
Dump cars	20	.....	20	268	9,000	.....	.....
Caboose, 4-wheel cars	52	.....	52	597	14,300	.....	43
Caboose, 8-wheel cars	6	.....	6	1,466	31,100	.....	6
Derrick cars	4	.....	4	1,354	34,500	.....	3
Tool cars.....	6	.....	6	2,000	37,700	.....	.....
Snow plows.....	5	.....	5	1,720	51,100	.....	.....
Total	4,790	1,350	6,140	.....	.....	43	4,582

Passenger cars equipped with Westinghouse quick-action brake and M. C. B. standard vertical plane couplers. Freight cars with hand brakes and M. C. B. standard drawbars and automatic couplers.

Point switch exclusively used.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	1,396	1,400.1
Railroads crossing road at grade	9	11
Railroads crossing over or under grade	7	22
Highway crossings at grade without protection	325	358
Highway crossing at grade protected by gates or flagmen	29	44
Highway crossings over or under grade	77	91
Overhead obstructions less than twenty feet above track	28	39

Passenger cars are heated by steam, McElroy system, lighted by lamps and Frost dry car buretter system and ventilated by tilting sash in upper deck, registers in upper deck and ventilators in hoods.

Adams Express Company runs over line. Express company's rates shall not be less than first class rates as per railway company's freight tariff. The railway company receives 40 per cent. of the express company's receipts, guaranteed not to be less than $75,000 per annum.

Pullman P. C Co sleeping and parlor cars only The railway company pays three cents per mile for use of cars; Pullman company receives all Pullman car fares which amount to six mills per mile for long distances; one cent to three-quarter cent per mile for short distances.

In some cases the railway company maintains cars in lieu of paying mileage to Pullman company

Paid to Pullman Palace Car Company, $7,199.11.

Fast freight line, Ontario Despatch and Soo lines. These line have no separate organization. Each railway company in interest furnishes its quota of cars on mileage basis. Rates of mileage of cars and maintenance of same are same as on other cars interchanged; no preference in speed or order of transportation.

No special contract. Railway company paid by standing rates based upon weight of mails carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	20,684	.835
Grain	72,311	3.007
Meats and provisions	15,406	.641
Live stock	6,795	.283
Lumber	68,955	2.868
Pig and bar iron and steel	5,377	.224
Iron or other ores	11,977	.498
Coal and coke	1,831,086	76.157
Petroleum and other oils	6,877	.286
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	93,952	3 908
All other manufactures	45,993	1 913
All other merchandise	79,039	2.455
All other agricultural products	88,695	3.689
All other articles not included above	77,511	3.236
Total	2,404,358	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	19	7	26
Others	2	14	16
Total	21	21	42

EMPLOYES.

Average number of persons employed (including officials) during year	2,734
Aggregate amount of salaries and wages paid them	$1,492,515 10

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS P FOWLER	President.	56 Beaver st., New York city.
JOHN B. KERR	Vice-Pres and Gen. Counsel	56 Beaver st, New York city.
JOSEPH PRICE	Vice-President	5 and 6 Great Winchester st., London, Eng.
RICHARD D. RICKARD	Secretary and Treasurer	56 Beaver st., New York city.
JAMES E. CHILDS	General Manager.	56 Beaver st., New York city.
JAMES C. ANDERSON.	Gen Freight and Pass Agt	56 Beaver st, New York city.
J. P. BRADFIELD	General Superintendent	Middletown, N. Y.
GEORGE W. WEST	Supt. of Motive Power	Middletown, N. Y.
E. CANFIELD	Chief Engineer	Middletown, N. Y.
CHARLES A. DRAPER	Purchasing Agt. and Paym'r.	56 Beaver st, New York city.
JOHN FLEMMING	Transfer Agent	56 Beaver st., New York city.
ENGLISH ASSOCIATION OF AMERICAN BOND AND SHAREHOLDERS	Transfer Agent	5 and 6 Great Winchester st., London. Eng.
MERCANTILE TRUST COMPANY	Registrars of Stock	120 Broadway, N Y. city. & 6 Lombard st., London, Eng.

Directors of the Company.

Name.	*Office or Residence.*
THOMAS P. FOWLER	32 East 68th street, New York city.
JOSEPH PRICE	5 and 6 Great Winchester st., London, Eng.
HENRY W. CANNON	New York city.
FRANCIS R. CULBERT	Newburgh, N. Y.
GERALD L. HOYT	28 Exchange place, New York city.
RICHARD IRVIN	19 William street. New York city.
JOHN B. KERR	15 West 11th st, New York city.
WILLIAM H. PAULDING	2 East 42d st, New York city
HARRY PEARSON	74 Portsdown road, London, Eng.
ALBERT S. ROE	321 Produce Exchange, N. Y. city.
EBEN K. SIBLEY	16 Broadway, New York city.
EDWARD B. STURGES	Scranton, Penn.
CHARLES S. WHELEN	309 Walnut st., Philadelphia, Penn.

Title of company, New York, Ontario and Western Railway Company.
General offices at 56 Beaver street. New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Wednesday in September.
For information concerning this report, address Richard D. Rickard, Secretary and Treasurer

NEW YORK, PENNSYLVANIA AND OHIO.

LESSOR—NEW YORK, LAKE ERIE AND WESTERN.

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter.	700,000	$35,000,000	200,000	$10,000,000
Issued for part payment of property purchased and now outstanding	699,987	34,999,350	200,000	10,000,000

Grand total of common and preferred stock now outstanding $44,999,350
Number of stockholders 17

* FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p.c			
Prior lien bonds	May 5, 1880	15	6	Mar. 1 & Sept. 1	$8,000,000	$8,000,000
First mortgage bonds	May 6, 1880	25	7	Jan. 1 & July 1	44,847,000	44,847,000
Second mortgage bonds	May 7, 1880	30	5	May 1 & Nov. 1	14,500,000	14,500,000
Third mortgage bonds	May 7, 1880	35	5	May 1 & Nov. 1	30,000,000	30,000,000
Total	.....	....	....	.....	$96,847,000	$96,847,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$51,066 52	$617,002 80
Bridges	45 00	16,107 51
Rails	.....	68,750 24
Land and land damages	202 48	131,347 45
Fences	.....	7,941 95
Passenger and freight stations	19,193 63	222,148 66
Engine and car houses	5,427 40	10,068 65
Shops, machinery and tools	.....	20,126 05
Fuel and water stations	9 00	29,857 11
Engineering expenses	873 38	14,965 04
Road built by contract	.....	88,708 59
Purchase of constructed road	3,100,061 31	166,537,632 40
Telegraph line	.....	12,706 38
Block signals	3,464 95	3,464 95
Ore dock improvements	592 04	50,729 33
Interlocking apparatus	3,068 24	68,557 99
Other items	779 54	10,407 50
Total cost of road	$3,184,773 49	$167,950,517 61
EQUIPMENT.		
Locomotives	.....	$5,217 79
Mail, baggage and express cars	.....	1,453 52
Freight and other cars	.....	8,644 35
Total cost of equipment	.....	$15,315 66
Grand total cost of road and equipment	$3,184,773 49	$167,965,833 27

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading and masonry, ballast, superstructure and rails, sidings		$51,066 52
Bridges		45 00
Land and land damage		202 48
Passenger and freight stations		19,193 63
Engine and car houses	$3,539 69	
Turn-tables	1,888 71	
		5,427 40
Fuel and water stations		9 00
Engineering expenses		873 38
Purchase of constructed road		3,100,061 31
Ore dock improvements		592 04
Interlocking apparatus		3,068 24
Block signals		3,464 95
Signal whistling post	$540 69	
Street crossing electric alarm signal	238 85	
		779 54
Total		$3,184,773 49

* There is outstanding the sum of $94,635,173.25, deferred warrants issued for unearned interest on first mortgage, which are redeemable in first mortgage bonds.

Income Account for Year Ending June 30, 1894.

Gross earnings from rental		$1,947,660 69
Less organization expenses (excluding all taxes)		58,146 88
Net earnings from operation		$1,889,513 81
Income from other sources, as follows, viz.:		
Sharon railway stock	$2,340 00	
Interest and exchange	4,276 83	
Rent of equipment on ore docks, Cleveland	22,305 12	
Interest from New York, Pennsylvania and Ohio Railroad Company Equipment Trust, 1890	10,000 00	
		38,891 95
Gross income from all sources		$1,928,405 76
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$480,000 00	
Rentals	603,025 77	
Taxes	4,557 18	
Hire of cars under car trust	10,300 00	
Hire of locomotives	12,175 53	
Hire of refrigerator cars	39,771 48	
London Equipment Trust	89,225 06	
New York, Pennsylvania and Ohio Railroad Company Equipment Trust, 1890	93,714 99	
General expenses	5,804 05	
Settlement of business prior to May 1, 1883	700 00	
Special fund for additions	74,818 78	
Special fund for special addition	18,505 64	
Special fund to pay for Sharon railway stock	959 48	
Special fund for contingent liabilities	5,408 18	
Special fund to meet payments on account of capital	46 50	
London agency expenses	25,117 81	
		1,464,130 48
Surplus for year ending June 30, 1894		$464,275 28

General Income Account.

Surplus for year ending June 30, 1894	$464,275 28
Surplus up to June 30, 1893	426,495 89
Returned to income from special fund	3,510 67
Total surplus June 30, 1894	$894,281 84

DETAILED STATEMENT OF RENTALS.

Cleveland and Mahoning Valley Railway Line	$515,468 01
Sharon railway	38,426 00
Westerman railroad	4,000 00
New Castle and Shenango Valley railroad	12,919 04
Rent of water rights	317 50
Rents of docks, lots, etc	33,895 22
Total amount of rentals deducted from income	$603,025 77

Analysis of Gross Earnings and Operating Expenses.

GENERAL EXPENSES.

Salaries of general officers and clerks	$44,240 00
General office expenses and supplies	5,041 68
Legal expenses	8,865 20
Total	$58,146 88

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$167,950,517 61
Cost of equipment	15,315 66
Other permanent investments, as follows, viz.:	
Stock of other companies	39,000 00

Current assets, as follows, viz.:

Cash on hand	$36,766 19	
Bills receivable	1,200 00	
Open accounts	1,573,648 01	
		$1,611,614 20
		$169,616,447 47

LIABILITIES.

Capital stock		$44,999,350 00
Funded debt		96,847,000 00
Deferred warrants		24,635,173 25
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$446,670 18	
Audited vouchers and pay rolls	11,669 31	
Open accounts	194,267 70	
		650,616 19
Special fund for additions		90,631 65
Special fund for special additions		115,739 76
Special fund to pay for Sharon railway stock		46,307 87
Special fund for contingent liabilities		173,183 74
Special fund to meet payments on account of capital		64,061 17
Profit and loss (surplus)		894,281 84
		$169,616,447 47

Description of Road and Equipment.

TRACK.	MILES OWNED. Length in N. Y. State.	MILES OWNED. Entire length	Miles leased, all outside of New York State.	TOTAL MILES. Length in N. Y. State.	TOTAL MILES. Entire length
Main line from Salamanca, N. Y., to Dayton, Ohio, single track	49.24	388.04	.....	49.24	388.04
Total of branches or other roads authorized	.....	41.55	169.03	.....	210.57
Second track, branches or other roads	.....	.....	65.57	.....	65.57
Total	49.24	429.59	234.59	49.24	664.18
Laid with steel rail, main line	49.24	388.04	.....	49.24	388.04
Laid with steel rail, branches or other roads	.....	41.55	234.59	.....	276.14

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES E. WHITEHEAD	President	71 Wall street, New York city.
JOHN TOD	Vice-President	Cleveland, Ohio.
E. TUPPER	Secretary	Cleveland, Ohio.
E. R. PERKINS	Treasurer	Cleveland, Ohio.
J. T. WANN	Auditor	Cleveland, Ohio.
L. A. RUSSELL	General Counsel	Cleveland, Ohio.

Directors of the Company.

Name.	*Residence.*
CHARLES E. WHITEHEAD	New York city.
JOHN TOD	Cleveland, Ohio.
E. R. PERKINS	Cleveland, Ohio.
SAMUEL MATHER	Cleveland, Ohio.
W. J. MCKINNEY	Cleveland, Ohio.
FAYETTE BROWN	Cleveland, Ohio.
J. T. WANN	Cleveland, Ohio.
J. M. FERRIS	Toledo, Ohio.
H. B. PERKINS	Warren, Ohio.
E. J. BARNEY	Dayton, Ohio.
LEWIS MILLER	Akron, Ohio.
E. A. WHEELER	Sharon, Pa.
SIMON PERKINS	Sharon, Pa.

Title of company. New York, Pennsylvania and Ohio Railroad Company.
General offices at Cleveland, Ohio
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, first Wednesday of December.
For information concerning this report, address J. T. Wann, Auditor.

NEW YORK, PENNSYLVANIA AND OHIO.

LESSEE.

For all details of operation, etc., not herein embraced, see Report of New York, Lake Erie and Western, *ante*.

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	364,189	1,226,162	1,590,351
Number of passengers carried one mile	40,340,358	61,522,297	101,862,655
Number of tons of freight carried	4,539,160	1,209,029	5,748,189
Number of tons of freight carried one mile	741,203,917	65,207,594	806,411,511
Passenger train mileage	.....	.....	1,769 341
Freight train mileage	.....	.....	4,397,704
All other train mileage	.....	.....	1,500,168
Total train mileage	.....	.....	7,667,213

ITEM.	
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$1,889,039 23
Average per passenger carried	11834
Average per passenger per mile	01848
Average per passenger train per mile	1 06 7
Freight earnings and expenses (including miscellaneous earnings)	4,344,735 00
Average per ton of freight carried	7558
Average per ton of freight per mile	00539
Average per freight train per mile	9680

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	1.432	1.751	1.636
Average rate received per mile for carrying passengers, second class	1.507	1.386	1.451
Average rate received per mile for carrying passengers, all classes	1.444	1.719	1.610
Average rate received per mile per ton for carrying freight, all classes	.486	1.035	.539

Description of Road and Equipment.

TRACK.	MILES OWNED AND LEASED. Length in N. Y. State.	Entire length.
Mine line authorized from Salamanca, N. Y., to Dayton, Ohio, single track....	49.24	388.04
Total of branches or other roads authorized.....	.....	210.57
Total	49.24	598.61
Branches or other roads	.....	67.39
Sidings and turnouts on main line.....	25.16	180.71
Sidings and turnouts on branches or other roads.....	.....	130.37
Total sidings and turnouts.....	25.16	311.08
Grand total of tracks, sidings and turnouts	74 40	977.08
Laid with steel rail, main line.....	49.24	388.04
Laid with steel rail, branches or other roads.....	.....	274.05
Laid with iron rail, branches or other roads.....	.....	3.91

Average life of rails—steel, 10 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 8 lbs.; minimum, 60 lbs; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel (56 per cent.), slag (36 per cent.), other material (18 per cent.)

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Franklin branch.	Buchanan Jc., Pa.	Oil City, Pa	33.78	Leased.	.....	33.78	....
Silver Creek branch	Silver C'k Jc., Pa.	Coal Mines, Pa..	7.77	Leased.	.....	7.77	....
Cleveland and Mahoning Valley railroad.	Cleveland, O	Penna. and Ohio State line	80.85	Leased.	67.39	148.25	....
Niles and New Lisbon R. R.	Niles, O.....	Three miles so. of New Lisbon, O.	36.27	Leased.	.....	36.25	....
Liberty and Vienna R. R..	Mosier, O	Coal mines below Vienna, O..	6.86	Leased.	.....	4.77	2.10
Westerman railroad.....	Penna. and Ohio State line.....	Sharon, Pa.....	2.09	Leased.	.....	2.09	....
Sharon railway.....	Sharon, Pa.....	Pymaturning Jc., Pa	7.93	Leased.	.. ...	7.93	....
Sharon Ry., Middlesex br..	Ferrona, Pa.....	W. Middlesex, Pa.	6.86	Leased.	.....	6.86	....
Sharon Ry., Sharpsville br.	Boyce Junc., Pa..	Sharpsville Furnaces, Pa.....	1.56	Leased.	.....	1.56	....
New Castle and Shenango Valley railroad.....	W. Middlesex, Pa.	New Castle, Pa..	16.73	Leased.	.....	16.73	....
Youngstown & Austintown railroad	Youngstown, O...	Lead v'e Mines, O.	3.78	Leased.	.....	1.97	1.81
Youngstown & Austintown R. R., Manning branch..	Manning Jc., O...	Tip'c'noe M'ns, O.	6.09	Leased.	.....	6.09	....
Total leased	.....	....	210.57	.....	67.39	274.05	3.91

BRIDGES.	IN NEW YORK STATE. Number.	Aggregate length	ENTIRE LENGTH. Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	16	1,553	109	12,973
Wooden bridges.....	.....	.....	3	684
Wooden trestles.....	.....	.....	74	6,213
Total	16	1,553	186	19,870

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned	Number leased.	Total number.	Average cost of each.	Maximum weight, o. each in lbs.	No. equipp-d patent with brake.	No. equipped patent with coupler.
Locomotives, 8 drivers	45	30	75	$10,00	165,000	75	.....
Locomotives, 6 drivers	24	7	41	9,000	191,000	41	14
Locomotives, 4 drivers	130	5	135	7,000	142,000	100	43
Total	199	52	251	.....	.....	216	57
First class passenger cars	56	....	56	$5,000	40,000	56	56
Second class passenger cars	40	....	40	3,000	40,000	37	37
Baggage, mail and express cars	44	....	44	1,500	32,000	44	44
Total	140	....	140	.....	.....	137	137
Box freight cars	3,013	298	3,311	$500	.....	23	736
Stock freight cars	376	299	675	425	.....	5	84
Coal freight cars	3,103	1,884	4,987	450	.....	.....	1,826
Flat freight cars	354	....	354	300	.....	.....	22
Caboose, 4-wheel cars	23	13	36	500	.....	.....	6
Caboose, 8-wheel cars	86	....	86	800	.....	.....	.....
Service cars	17	....	17	750	.....	6	6
Total	6,972	2,494	9,466	.....	.....	133	2,680

Westinghouse air brakes on passenger cars, and Westinghouse air brakes and hand brakes on freight cars. Janney-Buhoup coupler and buffers on passenger cars. M. C. B. couplers on freight cars.

Split switches on all main track switches.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	51	532
Road constructed and opened for business during the year, miles	2.15	2.15
Total assessed value of real estate and personal property of company	$530,854	$7,025,327
Railroads crossing road at grade	3	49
Railroads crossing road over or under grade	.....	13
Highway crossings at grade without protection	33	561
Highway crossings at grade protected by gates or flagmen	12	93
Highway crossings over or under grade	3	61
Overhead obstructions less than twenty feet above track are provided with tell tale	1	54

Passenger cars are heated by steam from locomotives, lighted by oil and ventilated by a sash in the clear story and movable sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	252,443	4.39
Grain	402,487	7.00
Meats and provisions	163,252	2.84
Live stock	89,246	1.55
Lumber	278,082	4.84
Pig and bar iron and steel	499,081	8.70
Iron or other ores	734,234	12.77
Coal and coke	1,848,154	32.15
Petroleum and other oils	245,969	4.28
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	9,517	.17
All other manufactures	381,587	6.64
All other merchandise	231,904	4.03
All other agricultural products	204,755	3.56
All other articles not included above	407,478	7.08
Total	5,748,189	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	9	1	10
Employes	368	19	387
Others	57	37	94
Total	434	57	491

EMPLOYES.

Average number of persons employed (including officials) during year	4,910
Aggregate amount of salaries and wages paid them	$2,848,780 68

For information concerning this report, address A. R. McDonough, Secretary N. Y., L. E. and W. R. R. Co., P. O. Box 889, New York city.

NEW YORK AND PUTNAM.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of organization, January 12, 1894.)

The New York and Putnam Railroad Company was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to amend the Stock Corporation Law," passed May 18, 1892, being chapter 688 of the Laws of 1892, and also an act entitled "An act in relation to railroads, constituting chapter 39 of the General Laws," approved June 7, 1890, being chapter 565 of the Laws of 1890, and any acts amendatory thereof and supplemental thereto. Under judgment of foreclosure against the New York and Northern Railway Company the property and franchises of said company were sold December 28, 1893, and on the 12th day of January, 1894, were duly conveyed to the purchasers, J. Pierpont Morgan, J. Hood Wright and Charles H. Coster, joint tenants. On the 28th day of January, 1894, said purchasers organized the New York and Putnam Railroad Company, and on the 15th day of January, 1894, conveyed all the property and franchises so acquired to the New York and Putnam Railroad Company. Under date of January 30, 1894, the railroad property of the New York and Putnam Railroad Company was leased to the New York Central and Hudson River Railroad Company for the term of the corporate existence of the lessor company, at an annual rental of the full amount of interest at 4 per cent per annum as it matures upon first consolidated mortgage gold bonds amounting to $5,000,000 of principal.

The New York and Northern Railway Company was organized October 1, 1887, after the sale under foreclosure of the New York City and Northern Railroad Company, and by consolidation with the Yonkers Rapid Transit Railway Company and the Yonkers Rapid Transit Company, New York division. The New York City and Northern Railroad Company was organized February 18, 1878, and acquired under lease dated March 1, 1878, the property of the New York, Westchester and Putnam Railway Company. Under date of May 1, 1890, the New York and Northern Railway Company also acquired under lease the property of the West Side and Yonkers railway. The New York, Westchester and Putnam railway was chartered July 3, 1877, as the successor by organization of a part of the New York, Boston and Montreal railway. The West Side and Yonkers Railway Company was chartered July 21, 1879. The Yonkers Rapid Transit Company, New York division, was chartered June 4, 1881. The Yonkers Rapid Transit Railway Company was chartered June 8, 1880.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	6,500	$6,500,000

Number of stockholders 18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p.c.			
First mortgage New York and Northern bond	1887	40	5	April & Oct.	$1,200,000	*$1,200,000
First consolidation New York and Putnam bond	1894	100	4	April & Oct.	6,200,000	†6,200,000
Total					$7,400,000	$7,400,000

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Income from lease of road	$104,010 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	104,010 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$11,700,000 00
Other permanent investments, as follows, viz.:	
Stock of other companies	25,000 00
	$11,725,000 00

LIABILITIES.

Capital stock	$6,500,000 00
Funded debt	5,225,000 00
	$11,725,000 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from One Hundred and Fifty-fifth street, New York city, to Brewster, now Putnam junction, single track	54.06
Total of branches or other roads, single track	7.15
Total single track	61.21
Second track on main line	5.20
Second track on branches or other roads	3.10
Total second track	8.30
Sidings and turnouts on main line	15.38
Sidings and turnouts on branches or other roads	.35
Total sidings and turnouts	15.73
Grand total of tracks, sidings and turnouts	85 24
Laid with steel rail, main line	54.06
Laid with steel rail, branches or other roads	7.15

* Not known. † Issued for reorganization.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Rapid Transit	Van Cortlandt Jct.	Yonkers	3.10	Owned	3.10	3.10
Mahopac Falls	Baldwin Place	Mahopac	4.05	Owned	.....	4.05

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES H. COSTER	President	New York city.
ANTHONY J. THOMAS	Vice-President	New York city.
ALBERT H. GILLARD	Secretary	New York city.
EDWARD V. W. ROSSITER	Treasurer	New York city.

Directors of the Company.

Name.	*Residence.*
J. HOOD WRIGHT	New York city.
CHARLES S. COSTER	New York city.
TEMPLE BOWDOIN	New York city.
ANTHONY J. THOMAS	New York city.
EDWARD M. ROBINSON	New York city.
THOMAS W. JOYCE	Brooklyn, N. Y
ARTHUR P. STURGES	New York city.
JAMES S. DAVIS	Brooklyn, N. Y.
CHARLES H. POND	New York city.
EDWIN MALONE	Brooklyn, N. Y.
ALEXANDER G. BRADLEY	Brooklyn, N. Y.
C. KENNEY SMITH	New York city.
ALFRED MARTIN	Brooklyn, N. Y.

Title of company, New York and Putnam Railroad Company.
General offices at New York city
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in April.
For information concerning this report, address John Carstensen, Comptroller, Grand Central Station, New York city.

NEW YORK AND ROCKAWAY BEACH.

(Date of charter, August 19, 1887.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Amount authorized by law or charter, issued for reorganization and now outstanding	10,000	$1,000,000 00

Number of stockholders 66

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized	Amount outstanding.
			p.c.			
First mortgage	Sept. 1, 1887	40	5	Mar. & Sept.	$1,000,000	$968,000
Second mort. income bds.	Sept. 1, 1887	40	5	January 1	1,000,000	1,000,000
Total					$2,000,000	$1,968,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Rails	$22,673 83	
Passenger and freight stations	2,801 79	
Cost of road as reported up to June 30, 1893		$2,068,404 06
Total cost of road	$25,475 62	$2,118,879 66
EQUIPMENT.		
Locomotives	$50,168 47	
Passenger cars	59,277 00	
Cost of equipment as reported up to June 30, 1893		$669,174 83
Total cost of equipment	$109,445 47	$778,620 30
Grand total cost of road and equipment	$134,921 09	$2,893,499 96

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New steel rails	$22,673 83
New station at Seaside	2,801 79
New locomotives, including air brake apparatus	50,168 47
New passenger cars, including air brake apparatus	59,277 00
Total	$134,921 09

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$325,100 52
Less operating expenses (excluding all taxes)		214,950 15
Net earnings from operation		$10,150 37
Income from other sources, as follows, viz.:		
Rentals		2,425 00
Gross income from all sources		$12,575 37
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$43,900 00	
Taxes on property used in operation of road	3,290 55	
Taxes on earnings and capital stock	1,361 92	
		48,552 47
Deficit for year ending June 30, 1894		$35,977 10

General Income Account.

Deficit for year ending June 30, 1894	$35,977 10
Deficit up to June 30, 1893	23,141 44
Total deficit June 30, 1894	$59,118 54

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$24,222 79	$24,222 79
Passengers, all local	$194,672 09	.....	194,672 09
Mail	427 50	.....	427 50
Express	5,778 14	.....	5,778 14
Total gross earnings	$200,877 73	$24,222 79	$225,100 52

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed	$13,434 89	$707 10	$14,141 99
Repairs of bridges (including culverts and cattle guards)	47,901 44	2,521 13	50,422 57
Repairs of stations, shops, docks, etc	1,837 62	96 72	1,934 34
Repairs of fences	493 55	25 98	519 53
Other expenses for maintenance of way and structures	7,006 72	368 78	7,375 50
Total	$70,674 22	$3,719 71	$74,393 93
Maintenance of equipment:			
Repairs of locomotives	$9,897 54	$520 92	$10,418 46
Repairs of cars	13,685 57	356 00	14,041 57
Other expenses for maintenance of equipment	2,456 63	.....	2,456 63
Total	$26,039 74	$876 92	$26,916 66
Conducting transportation:			
Wages of conductors and men	$7,051 95	$2,803 82	$9,855 77
Wages of engineers and firemen	8,535 65	2,320 53	10,856 18
Fuel for locomotives	18,936 73	996 67	19,933 40
Oil and waste	447 36	23 55	470 91
Water supply	1,046 28	55 07	1,101 35
Other train supplies or expenses	754 92	39 73	794 65
Wages of station agents and clerks	3,381 16	177 96	3,559 12
Wages for labor at stations	18 10	95	19 05
Station supplies	1,440 91	75 84	1,516 75
Wages of watchmen, flagmen and switchmen	10,354 47	544 97	10,899 44
Other expenses for conducting transportation	1,712 23	58 54	1,770 77
Total	$53,779 76	$7,097 63	$60,877 39
General expenses:			
Salaries of general officers and clerks	$6,939 75	$365 25	$7,305 00
General office expenses and supplies	880 29	46 33	926 62
Stationery and printing	2,349 08	123 64	2,472 72
Outside agencies and advertising	5,013 99	263 90	5,277 89
Legal expenses	1,174 38	61 81	1,236 19
Loss and damage of freight and baggage	203 37	10 70	214 07
Damage to cattle and property	6 51	34	6 85
Injuries to persons	29,091 74	1,531 14	30,622 88
Other general expenses	4,464 95	235 00	4,699 95
Total	$50,124 06	$2,638 11	$52,762 17
Grand total operating expenses	$200,617 78	$14,332 37	$214,950 15

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,113,879 68
Cost of equipment		778,620 30
Current assets, as follows, viz.:		
Cash on hand	$3,218 58	
Due by agents	5,549 69	
Open accounts	50,004 75	
		58,773 02
Profit and loss (deficiency)		59,118 54
		$3,010,391 54

LIABILITIES.

Capital stock		$1,000,000 00
Funded debt		1,968,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$16,133 33	
Audited vouchers and pay rolls	11,129 62	
Open accounts	15,128 59	
		42,391 54
		$3,010,391 54

Traffic and Mileage Statistics.

ITEM.	All cal.
Number of passengers carried	1,301,9[illegible]
Number of passengers carried one mile	14,176,7[illegible]
Number of tons of freight carried	58,978
Number of tons of freight carried one mile	646,0[illegible]
Passenger train mileage	232,00[illegible]
Freight train mileage	12,4[illegible]
All other train mileage	2,9[illegible]
Total train mileage	246,3[illegible]

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$200,877 73	$200,617 78	$359 95
Average per passenger carried	1543	1540	0003
Average per passenger per mile	0146	01415	00045
Average per passenger train per mile	8658	8647	0011
Freight earnings and expenses (including miscellaneous earnings)	24,222 79	14,332 87	9,890 42
Average per ton of freight carried	4135	2447	1688
Average per ton of freight per mile	0375	0221	0154
Average per freight train per mile	1 5416	1 1494	3922

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.378
Average rate received per mile per ton for carrying freight, all classes	3.75

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Glendale Junc. to Rockaway Park, single track	10.31	.....	10.31
Branches, or other roads, single track	1.69	1.98	3.68
Total single track	12.00	1.98	13.98
Second track on main line	10.31	.....	10.31
Sidings and turnouts on main line	3.21	.....	3.21
Sidings and turnouts on branches or other roads	.37	.....	.37
Total sidings and turnouts	3.58	.....	3.58
Grand total of tracks, sidings and turnouts	25.89	1.98	27.88
Laid with steel rail, main line	20.62	.....	20.62
Laid with steel rail, branches or other roads	1.69	1.98	3.68

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rails per yard—teel, maximum, 80 lbs.; minimum 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with and, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State, miles.	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Far Rockaway....	Hammels	N.Y. & R. B. Jct	1.69	1.69	Owned..	.....	1.39
Far Rockaway....	N Y. & R. B. Jct.	Far Rockaway..	1.93	1.93	Leased..	.....	1.93
Long Island R. R.	Glendale Jct....	Long Island City	5.99	5.99	*	5.99	11.98
Long Island R. R.	Bushwick Jct...	Bushwick	2.32	2.32	*	.....	2.32
Long Island R. R.	Woodhaven Jct.	Flatbush ave....	7.19	7.19	*	7.19	14.38

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	6	500.7
Wooden trestles	6	22,041
Total	12	22,541.7

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	12	$7,980	179,100	16⅔	12	5
First class passenger cars	83	$4,800	53,300	16⅔	83	83
Baggage, mail and express cars	2	1,100	22,400	16⅔	2	2
Total	85	.....	.....	.....	85	85
Box freight cars	18	$423	23,000	16⅔	.....	1
Stock freight cars	11	200	16,000	16⅔	.....	.....
Flat freight cars	9	200	16,000	16⅔	.....	.....
Cabeose, 8-wheel cars	1	600	22,400	16⅔	.....	1
Total	39	.....	.....	.....	.....	2

Passenger cars are equipped with Westinghouse link action air brakes and Miller couplers; freight cars are equipped with Smillie coupler.

The Lorenz split switch is in use on all main tracks.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$121,895
Railroads crossing road over or under grade	1
Highway crossings at grade without protection	14
Highway crossings at grade protected by gates or flagmen	3
Highway crossings over or under grade	3
Overhead obstructions less than twenty feet above track	1

* Portions of Long Island Railroad Company used by agreement.

Passenger cars are heated by steam and stoves, lighted by oil lamps and ventilated by sash in clear story.

The Long Island Express Company runs over this line at 25 per cent. of gross earnings.
The mail is carried at certain rates per mile per annum, based on weights.
Total compensation per fiscal year, $497.50.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	215	36
Meats and provisions	224	49
Lumber	23,960	40.91
Pig and bar iron and steel	214	.37
Coal and coke	15,186	25.92
Petroleum and other oils	170	.29
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	3,225	5.51
All other merchandise	5,118	8.74
All other agricultural products	540	.92
All other articles not included above	9,661	16.49
Total	58,573	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	1	.....	1
Others	.....	2	2
Total	1	2	3

EMPLOYES.

Average number of persons employed (including officials) during year	179
Aggregate amount of salaries and wages paid them	$80,331 69

Officers of the Company.

Name	*Title.*	*Official Address.*
AUSTIN CORBIN	President	192 Broadway, New York city.
CHARLES M. PRATT	Vice-President	192 Broadway, New York city.
GEORGE S. EDGELL	Treasurer	192 Broadway, New York city.
D. S. VOORHEES	Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	Babylon, L. I.
CHARLES M. PRATT	Brooklyn, N. Y.
GEORGE S. EDGELL	New York city.
E. R. REYNOLDS	New York city.
FRANK L. BABBOTT	Brooklyn, N. Y.
J. G. K. DUER	Southampton, N. Y.
WILLIAM B. KENDALL	Brooklyn, N. Y.
SIDELL TILGHMAN	Whitestone, N. Y.
WILLIAM J. KELLY	Brooklyn, N. Y.
A. C. BEDFORD	Brooklyn, N. Y.
D. S. VOORHEES	Woodbridge, N. J.
W. G. BOSWORTH	New York city.
WILLIAM J. HEHRE	Hollis, N. Y.

Title of company, The New York and Rockaway Beach Railway Company.
General offices at Long Island City, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Tuesday in March.
For information concerning this report, address J. Carlsen, Auditor.

NEW YORK AND SEA BEACH.

(Date of charter, May 12, 1883.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of property and now outstanding	5,000	$500,000

Number of stockholders 18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p. c.				
First mortgage bonds.	May 14 1883	16	7	Mar. & Sept.	$200,000	$200,000	.....
Second mortgage income bonds	Sept. 1, 1883	5	6	Mar. & Sept.	200,000	194,700	$194,700
Bond and mortgage	June 1, 1880	1	5	May & Nov	22,288	22,288	.....
Bond and mortgage	June 1, 1880	1	5	Jan. & July.	7,500	7,500	.....
Bond and mortgage	Feb. 1, 1884	1	5	May & Nov.	4,000	4,000	.....
Total	.....	....	....	.....	$433,788	$428,488	$ 94,700

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$9,741 53
Bridges	.....	12,709 75
Rails	.....	9,949 70
Land	.....	9,534 27
Passenger and freight stations	.....	36,963 69
Engine and car houses	.....	7,541 06
Shops, machinery and tools	.....	1,7 6 19
Fuel and water stations	.....	129 17
Engineering expenses	.....	165 00
Purchase of constructed road	.....	739,788 00
Sundries	$73,360 11	76,226 92
Total cost of road	$73,360 11	$894,766 28
EQUIPMENT.		
Locomotives	.....	$23,962 52
Passenger cars	$617 64	27,262 16
Freight and other cars	1,740 00	3,812 67
Total cost of equipment	$2,357 64	$55,037 35
Grand total cost of road and equipment	$75,717 75	$949,803 63

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New telephone connection between Bay Ridge and Coney Island	$125 00
New wire railing at Sea Beach Palace	65 00
Purchase of nine flat cars	1,740 00
Purchase of passenger cars	617 64
Improvement on West Eighth street, filling in, grading, and generally improving property	8,676 00
Track laid on West Eighth street connecting with Norton Point road	126 45
Various improvements at terminals	64,297 66
Total	$75,717 75

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$83,659 21
Less operating expenses (excluding all taxes)		77,558 19
Net earnings from operation		$6,101 02
Income from other sources, as follows, viz.:		
Terminal property income	$33,919 91	
Terminal property expenses	9,443 90	
		29,476 01
Gross income from all sources		$35,577 03
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$15,689 40	
Taxes on earnings and capital stock	901 57	
Interest on floating debt	43 62	
		16,634 59
Surplus for year ending June 30, 1894		$18,942 44

General Income Account.

Surplus for year ending June 30, 1894	$18,942 44
Surplus up to June 30, 1893	24,962 20
	$43,904 64
Sundries charged during season uncollectable	6,827 83
Total surplus June 30, 1894	$37,076 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$23,266 43	$23,266 43
Passengers, all local	$59,728 24	.....	59,724 24
Sundries	664 54	.....	664 54
Total gross earnings	$60,392 78	$23,266 43	$83,659 21

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$7,158 55	$1,027 49	$8,186 04
Repairs of roadbed	95 25	.....	95 20
Repairs of bridges (including culverts and cattle guards)	232 25	.....	232 25
Repairs of stations, shops, docks, etc.	975 58	.....	975 58
Repairs of fences	226 05	.....	226 05
Total	$8,687 63	$1,027 49	$9,715 12

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$3,210 69	.....	$3,210 69
Repairs of cars	2,243 77	$430 21	2,673 98
Repairs of machinery and tools	84 72	7 50	92 22
Total	$4,539 18	$437 71	$4,976 89
Conducting transportation:			
Wages of conductors and men	$2,240 20	$827 04	$3,067 24
Wages of engineers and firemen	3,819 13	1,121 70	4,940 83
Fuel for locomotives	5,435 98	1,223 20	6,659 18
Oil and waste	212 58	57 87	270 45
Water supply	597 05	.....	597 05
Other train supplies or expenses	456 38	63 86	520 24
Wages of station agents and clerks	2,238 91	.....	2,238 91
Wages for labor at stations	391 77	3,176 20	3,567 97
Station supplies	2,579 17	76 20	2,655 37
Wages of watchmen, flagmen and switchmen	3,535 07	.....	3,535 07
Total	$21,496 24	$6,546 07	$28,042 31
General expenses:			
Salaries of general officers and clerks	$14,537 49	.....	$14,537 49
General office expenses and supplies	1,487 88	.....	1,487 88
Stationery and printing	1,895 42	.....	1,895 42
Outside agencies and advertising	8,439 56	.....	8,439 56
Legal expenses	7,897 16	.....	7,897 16
Other general expenses	566 34	.....	566 34
Total	$34,823 87	.....	$34,823 87
Grand total operating expenses	$69,546 92	$8,011 27	$77,558 19

General Balance Sheet, June 30, 1894.

ASSETS.		
Cost of road and equipment		$949,808 63
Other permanent investments		20,116 25
Current assets, as follows, viz.:		
Cash on hand	$7,723 08	
Open accounts	65,773 52	
Materials and supplies	6,794 49	
		80,291 09
		$1,050,211 07
LIABILITIES.		
Capital stock		$500,000 00
Funded debt		428,488 09
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$50,186 99	
Open accounts	27,441 78	
Loans and bills payable	7,017 49	
		84,646 26
Profit and loss (surplus)		37,076 81
		$1,050,211 07

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	718,380
Number of passengers carried one mile	4,810,394
Number of tons of freight carried	79,997
Number of tons of freight carried one mile	479,442
Passenger train mileage	60,360
Freight train mileage	13,879
Mixed passenger trains	794
All other train mileage	679
Total train mileage	75,212

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Loss
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	$60,392 78	$69,546 92	$9,154 14
Average per passenger carried.....	0841	0969	0128
Average per passenger per mile	014	0161	0021
Average per passenger train per mile.....	995	1 147	152
Freight earnings and expenses (including miscellaneous earnings)	23,266 43	8,011 27	Profit. 15,255 16
Average per ton of freight carried.....	19	0632	191
Average per ton of freight carried per mile	049	0104	032
Average per freight train per mile	1 807	0622	1 185

ITEM.	
Computed on earnings from carrying passengers and freight only	Local, cents.
Average rate received per mile for carrying passengers, all classes.....	1.4
Average rate received per mile, per ton, for carrying freight, all classes.....	4.9

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Bay Ridge to Coney Island, single track.....	6
Second track on main line.	6
Sidings and turnouts on main line.....	2
Total of tracks, sidings and turnouts.....	14
Laid with steel rail, main line.....	4.3
Laid with iron rail, main line.....	7.7
Laid with iron rail, sidings.....	2

Average life of rails — steel, 15 years, iron 10 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 56 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 56 lbs., gauge of track, 4 feet 8½ inches; ballasted with gravel and ashes.

BRIDGES.	ENTIRE LINE, IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges.....	1	108
Wooden bridges.....	3	339
Total	4	449

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No equipped with patent brake.
Locomotives, 4 drivers.....	6	$5,700	60,000	15	6
First class passenger cars.....	41	$1,500	16,000	10	41
Box freight cars	2	$500	14,000	15	2
Flat freight cars	21	260	14,000	10	.....
Total	23	.....	.....	.....	2

Cars are equipped with Eames' vacuum brake and ordinary coupler.
Ramapo safety switches are used on this line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	6
Total assessed value of real estate and personal property of company	$98,480
Railroads crossing road at grade	1
Railroads crossing road over or under grade	3
Highway crossings at grade without protection	8
Highway crossings at grade protected by gates or flagmen	10
Highway crossings over or under grade	8
Overhead obstructions less than twenty feet above track	4

Passenger cars are heated by stoves, lighted by oil, and ventilated by roof ventilators.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	60
Crushed stone	15,941
Sand, gravel and clay	61,176
Blue stone	2,559
Lumber	78
Brick	60
Coal	33
Total	79,907

EMPLOYES.

Average number of persons employed (including officials) during season 70

Officers of the Company.

Name.	*Title.*	*Official Address.*
ALRICK H. MAN	President	New York city.
L. C. LATHROP	Vice-President	New York city.
JAMES T. NELSON	Secretary and Treasurer	New York city.
RICHARD A. LARKE	Superintendent	New York city.

Directors of the Company.

Name.	*Residence*
GEORGE PEABODY WETMORE	Newport, R. I.
ALRICK H. MAN	Richmond Hill, L. I.
JOHN BARKER	New York city.
JAMES T. NELSON	Brooklyn, N. Y.
CHAS. C. PROTHEROE	Richmond Hill, L. I.
L. C. LATHROP	Morristown, N. J.
WM. O. PLATT	Brooklyn, N. Y.

Title of company, New York and Sea Beach Railway Company.
General offices at 56 Wall street, New York city.
Date of close of fiscal year, September 30
Date of stockholders' annual meeting, fourth Tuesday in November.
For information concerning this report, address Alrick H. Man, President.

NIAGARA FALLS BRANCH.

LESSOR.

LESSEE—ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, December 24, 1875.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	2,500	$250,000	$243,756

Number of stockholders 14

Cost of Road.	Total cost of road up to June 30, 1894.
Construction account	$243,756 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rental from New York Central and Hudson River Railroad Company	$17,500 00
Payments from net income, as follows, viz.:	
Dividends declared, 7 per cent. on $250,000 common stock	$17,500 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$243,756 00
Rome, Watertown and Ogdensburg railroad	6,244 00
	$250,000 00

LIABILITIES.

Capital stock	$250,000 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Suspension Bridge to Lewiston Junction, single track	8.74
Sidings and turnouts on main line	4.38
Grand total of tracks, sidings and turnouts	13.12
Laid with steel rail, main line	8.74

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHAUNCEY M. DEPEW	President	Grand Central station, N. Y. city.
CHARLES C. CLARKE	Vice-President	Grand Central station, N. Y. city.
EDWARD V. W. ROSSITER	Secretary and Treasurer.	Grand Central station, N. Y. city.

Directors of the Company.

Name.	*Residence.*
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN	New York city.
H. WALTER WEBB	New York city.
J. PIERPONT MORGAN	New York city.
SAMUEL BARTON	New York city.
E. V. W. ROSSITER	Flushing, N. Y.
ASHBEL GREEN	Tenafly, N. J.
CHARLES F. COX	New York city.
JOHN M. TOUCEY	New York city.

Title of company, Niagara Falls Branch Railroad Company.
General offices at Grand Central station, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in May.
For information concerning this report, address John Carstensen, Comptroller.

NIAGARA JUNCTION.

(Date of charter, May 27, 1892.)

Niagara Junction Railway Company, incorporated under the laws of the State of New York May 27, 1892, with a capital stock of $300,000 for the purpose of building, maintaining and operating a terminal railroad in the county of Niagara in the State of New York, principally located within the municipal limits of the city of Niagara Falls.

The road is still in course of construction and its property consists of 165¼ acres of land and right of way located in Niagara county, of which 100 acres are located in the city of Niagara Falls and 5¼ miles of main track with 2.68 miles of sidings.

Capital Stock.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter	1,600	$160,000	1,400	$140,000	.....
Issued for actual cash	.....	.....	1,400	$140,000	$137,500
Issued for land and right of way	1,600	$160,000	.....	.....	.....
Total now outstanding	1,600	$160,000	1,400	$140,000	$137,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading and masonry	$6,022 24	$36,058 77
Ballast	2,061 75	3,967 45
Bridges	4,310 95	52,023 63
Superstructure (including ties)	3,261 47	12,968 93
Rails	11,894 70	44,664 91
Land	.....	177,700 56
Engine and car houses	.....	1,040 81
Shops, machinery and tools	840 72	1,706 76
Fuel and water stations	.....	93 66
Engineering expenses	5,104 85	8,832 17
Interest and discount charged to construction	1,148 87	3,994 45
Miscellaneous	94 37	94 37
General expenses	.....	3,847 60
Total cost of road	$34,740 92	$347,014 07
EQUIPMENT.		
Locomotives	$7,110 08	$10,453 22
Barges, floats and tugs	.....	3,264 96
Total cost of equipment	$7,110 08	$13,718 18
Grand total cost of road and equipment	$41,851 00	$360,732 25

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$12,205 08
Less operating expenses (excluding all taxes)	14,948 20
Gross deficit from all sources	$2,743 12

Deductions from income, as follows, viz.:		
Taxes on earnings and capital stock	$450 00	
Taxes other than above	325 00	
Town tax	1,711 84	
		$2,486
Deficit June 30, 1894		$5,291

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight	$12,205 08

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track	$921 72
Repairs of roadbed	158 51
Repairs of bridges (including culverts and cattle guards)	780 07
Other expenses for maintenance of way and structures	212 06
Total	$2,072 36
Maintenance of equipment:	
Repairs of locomotives	$193 57
Repairs of cars	156 51
Other expenses for maintenance of equipment	262 25
Total	$612 33
Conducting transportation:	
Wages of conductor and men	$3,184 50
Wages of engineers and firemen	3,365 63
Fuel for locomotives	2,096 48
Oil and waste	362 99
Water supply	237 00
Other train supplies or expenses	25 00
Station supplies	15 72
Wages of watchmen, flagmen and switchmen	547 50
Other expenses for conducting transportation	431 96
Total	$10,266 84
General expenses:	
Salaries of general officers and clerks	$1,600 00
General office expenses and supplies, stationery, printing, outside agencies and advertising	261 27
Insurance	125 00
Other general expenses	10 40
Total	$1,996 67
Grand total operating expenses	$14,948 20

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$347,014 07
Cost of equipment	13,718 18
Current assets, as follows, viz.:	
Cash on hand	65 32
Open accounts	1,651 67
Profit and loss (deficiency)	5,229 96
	$367,679 20

LIABILITIES.

Capital stock	$300,000 00
Current liabilities, as follows, viz.:	
Loans and bills payable	67,679 20
	$367,679 20

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Port Day to Fletcher's Corners, single track	5.33
Sidings and turnouts on main line	2.68
Grand total of tracks, sidings and turnouts	8.01
Laid with steel rail, main line	8.01

Weight of rails per yard—steel, maximum, 80 lbs.; minimum, 70 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate Length.
		Feet.
Iron bridges	3	308
Wooden bridges	1	20
Wooden trestles	3	5,906
Total	7	6,234

EQUIPMENT.	No. owned.
Locomotives, 4 drivers	2
Flat freight cars	8
Service cars	8
Total	16

Hand brake and Trojan car coupler are in use on this road.
Common split switches are in use on this road, 12 in all.

EMPLOYES.

Average number of persons employed (including officials) during year 20

Officers of the Company.

Name.	*Title.*	*Official Address.*
EDWARD D. ADAMS	President	15 Broad st., New York city.
FRANCIS LYNDE STETSON	First Vice-President	15 Broad st., New York city.
EDWARD A. WICKES	Second Vice-President	15 Broad st., New York city.
WM. B. RANKINE	Secretary and Treasurer.	15 Broad st., New York city.
EDMUND S. WHEELER	Superintendent	Niagara Falls, N. Y.

Directors of the Company.

Name.	*Residence.*
EDWARD D. ADAMS	New York city.
JOHN JACOB ASTOR	New York city.
GEO S. BOWDOIN	New York city.
CHAS. F. CLARKE	New York city.
CHAS. LANIER	New York city.
JOSEPH LAROCQUE	New York city.
D. O. MILLS	New York city.
WM. B. RANKINE	New York city.
FRANCIS LYNDE STETSON	New York city.
FREDERICK WHITRIDGE	New York city.
EDWARD A. WICKES	New York city.

Title of company, Niagara Junction Railway Company.
General offices at 15 Broad street, New York city.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address Wm. B. Rankine, Treasurer.

NORTHERN ADIRONDACK.

(Date of charter, February 9, 1883.)

For history of organization, etc., see Report of 1892.

Mr. Alexander Munn was appointed receiver of this company by order of Supreme Court of this State, entered January 20, 1894, and qualified and took possession of property January 25, 1894. The road has since been and is now operated under his direction.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	8,400	$840,000
Number of stockholders		13

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p. c.			
Mortgage	July, 1889	10	6	January & July	$77,000	$77,000
Mortgage	April, 1890	30	5	January & July	825,000	420,000
Total					$902,000	$497,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 20, 1894.
Grading, masonry and ballast	$1,712 98	$752,968 50
Bridges		35,115 49
Superstructure (including ties)		76,308 84
Rails	488 84	286,447 17
Land		8,490 10
Land damages		5,400 00
Fences		5,260 92
Passenger and freight stations	50 00	18,458 48
Engine and car houses		9,300 15
Shops, machinery and tools		39,374 40
Fuel and water stations		5,861 49
Engineering expenses		16,098 50
Coal shed	786 56	786 56
Total cost of road	$2,988 18	$1,259,835 51
EQUIPMENT.		
Locomotives	$23,500 00	$23,500 00
Passenger cars	1,617 60	5,958 80
Mail, baggage and express cars		3,558 80
Freight and other cars	20,311 29	38,049 48
Total cost of equipment	$45,428 89	$71,067 08
Grand total cost of road and equipment	$48,417 07	$1,330,902 59

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Main line built around sink-hole at Bay Pond	$1,712 98
Side track	488 64
Platform added to freight station at Moira	50 00
Coal shed built at Santa Clara	736 56
Total	$2,988 18

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$116,891 44
Less operating expenses (excluding all taxes)		86,237 43
Gross income from all sources		$30,654 01
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$25,740 00	
Rentals	709 19	
Taxes on property used in operation of road	3,322 91	
Taxes on earnings and capital stock	1,345 57	
Interest on current liabilities	249 32	
		31,366 99
Deficit for year ending June 30, 1894		$712 98

General Income Account.

Deficit for year ending June 30, 1894	$712 98	
Surplus up to June 30, 1893	165,428 42	
		$164,715 44
Rentals of cars and locomotives prior to December 1, 1891	$150,000 00	
Real estate destroyed by fire	2,600 00	
Coaches, harness, etc., used on stage	915 00	
Line worn out	927 15	
		154,442 15
Total surplus June 30, 1894		$10,273 29

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$36,548 40	$36,548 40
Passengers, all local	$24,458 41	.....	24,458 41
Mail	2,370 96	.....	2,370 96
Express	2,393 01	.....	2,393 01
Telegraph	.....	1,120 66	1,120 66
Total gross earnings	$29,222 38	$37,669 06	$116,891 44

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed	.....	.....	$33,095 26
Repairs of bridges (including culverts and cattle guards)	.....	.....	2,429 16
Repairs of stations, shops, docks, etc.	.....	.....	1,012 81
Repairs of fences	.....	.....	48 30
Other expenses for maintenance of way and structures	.....	.....	102 54
Total	.....	.....	$36,688 01
Maintenance of equipment:			
Repairs of locomotives	.....	.....	$4,650 15
Repairs of cars	.....	.....	6,876 60
Repairs of machinery and tools	.....	.....	1,123 31
Other expenses for maintenance of equipment	.....	.....	1,825 56
Total	.....	.....	$14,575 62

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	.....	.....	$6,694 65
Wages of engineers and round-house men	.....	.....	7,427 82
Fuel for locomotives	.....	.....	15,009 07
Oil and waste	.....	.....	1,056 14
Water supply	.....	.....	118 31
Other train supplies or expenses	.....	.....	60 77
Wages of station agents and clerks	.....	.....	4,390 75
Station supplies	.....	.....	158 27
Other expenses for conducting transportation	.....	.....	739 63
Total	.....	.....	$35,655 41
General expenses:			
Salaries of general officers and clerks	.....	.....	$5,032 84
General office expenses and supplies	.....	.....	516 17
Stationery and printing	.....	.....	1,018 60
Outside agencies and advertising	.....	.....	193 10
Legal expenses	.....	.....	328 33
Loss and damage of freight and baggage	.....	.....	267 84
Damage to cattle and property	.....	.....	97 50
Injuries to persons	.....	.....	18 00
Telegraph maintenance and operation	.....	.....	207 80
Mileage of cars of other companies (debit balance)	.....	.....	1,222 53
Other general expenses	.....	.....	420 18
Total	.....	.....	$9,318 39
Grand total operating expenses	$24,814 60	$61,422 83	$86,237 43

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,259,835 51
Cost of equipment		71,067 08
Other permanent investments, as follows, viz.:		
Expenses of receiver's office, Brooklyn		1,457 52
Receiver's commission		892 23
Current assets, as follows, viz.:		
Cash on hand	$5,343 89	
Due by agents	1,511 58	
Open accounts	93,128 54	
Materials and supplies	13,327 02	
		113,311 03
		$1,446,563 37

LIABILITIES.

Capital stock		$840,000 00
Funded debt		497,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$23,310 00	
Audited vouchers and pay rolls	40,259 50	
Open accounts	5,979 34	
Loans and bills payable	29,741 24	
		99,290 08
Profit and loss (surplus)		10,273 29
		$1,446,563 37

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	10,086	25,607	35,693
Number of passengers carried one mile	302,680	445,235	747,815
Number of tons of freight carried	.....	135,020	135,020
Number of tons of freight carried one mile	.....	2,607,469	2,607,469
Passenger train mileage	.....	.....	58,734
Freight train mileage	.....	.....	38,106
All other train mileage	.....	.....	19,982
Total train mileage	.....	.....	116,824

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$29,222 38	$24,814 60	$4,407 78
Average per passenger carried	818	695	123
Average per passenger per mile	039	032	007
Average per passenger train per mile	498	422	076
Freight earnings and expenses (including miscellaneous earnings)	87,669 06	61,422 83	26,246 23
Average per ton of freight carried	649	454	195
Average per ton of freight per mile	0336	0236	01
Average per freight train per mile	2 30	1 61	69

ITEM. Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes	3.27
Average rate received per mile per ton for carrying freight, all classes	33.19

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Moira to Tupper Lake, single track	54.00
Total of branches or other roads	2.50
Total single track	56.50
Sidings and turnouts on main line	5.37
Grand total of tracks, sidings and turnouts	61.87
Laid with steel rails, main line	54.
Laid with steel rail, branches or other roads	2.5

Average life of rails—steel, 21 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Length in New York State miles.	Entire length, miles.	Owned or leased.	Miles laid with steel rail.
Black Rapids branch	Black Rapids Junction.	Black Rapids	2.50	2.50	Owned	2.50

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	1	70
Wooden bridges	14	1,572
Wooden trestles	5	147
Total	20	1,789

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	2	$6,500	190,000 80,000	1	.....
Locomotives, 4 drivers	4	7,000	140,000 150,000 160,000 160,000	4	.....
Total	6	.....	.....	5	.....
First class passenger cars	2	$4,000	.....	2	2
Second class passenger cars	1	2,000	.....	1	1
Baggage, mail and express cars	2	2,500	.....	2	2
Total	5	.....	.....	5	5
Box freight cars	100	$400	.....	.....	.....
Flat freight cars	120	350	.....	6	.....
Caboose, 8-wheel cars	2	500	.....	.....	.....
Total	222	.....	.....	6	.....

Passenger cars are equipped with the Westinghouse automatic air brake and Miller coupler, and freight cars with common hand brake and couplers, except six flat cars equipped with Westinghouse automatic air brakes.

Split switches are used exclusively.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	84
Railroads crossing road at grade	1
Highway crossings at grade without protection	12
Highway crossings over or under grade	2
Overhead obstructions less than twenty feet above track	1

Passenger cars are heated by steam, lighted by kerosene oil, 300 degrees test, and ventilated in the usual way.

American Express Company operates over this line under a tonnage contract; paying 15 to 35 cents per 100 pounds according to distance.

Government pays $43.75 annually for carrying mail.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	4,998	3.8
Grain	3,754	2.8
Meats and provisions	1,606	1.3
Lumber	114,310	84.7
Pig and bar iron and steel	72	.....
Coal and coke	313	.....
Petroleum and other oils	195	.....
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	1,091	.9
All other manufactures	231	.....
All other merchandise	5,981	4.5
All other agricultural products	983	.8
All other articles not included above	1,486	1.2
Total	135,030	100

Average number of persons employed (including officials) during year 115
Aggregate amount of salaries and wages paid them $61,239 99

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. H. HAMILTON	President and General Manager	Tupper Lake, N. Y.
E. PACKARD	Vice-President	Brooklyn, N. Y.
CROWELL HADDEN, Jr.	Secretary and Treasurer	Brooklyn, N. Y.
W. MYNDERSE	General Counsel	New York city.
M. A. CHAMBERS	Auditor	Tupper Lake, N. Y.
P. J. WALSH	Superintendent Car Service	Tupper Lake, N. Y.
M. KEEFE	Road Master	Santa Clara, N. Y.
E. LALIME	Master Mechanic	Santa Clara, N. Y.
M. G. DESHAW	Supt. Bridges and Buildings	St. Regis Falls, N. Y.

Directors of the Company.

Name.	*Residence.*
J. H. HAMILTON	Tupper Lake, N. Y.
EDWIN PACKARD	Brooklyn, N. Y.
JAS. R. COWING	Brooklyn, N. Y.
CROWELL HADDEN, Jr.	Brooklyn, N. Y.
F. E. SOUTHARD	Brooklyn, N. Y.
F. L. SNIFFIN	Brooklyn, N. Y.
W. C. KELLOGG	New York city.
EDWARD KENT	New York city.
G. H. MADDOCK	Boston, Mass.
P. A. DUCEY	Brandon, N. Y.
S. A. BEMAN	Malone, N. Y.
JOHN HURD	Santa Clara, N. Y.
W. C. NESMITH	Brooklyn, N. Y.

Title of company, Northern Adirondack Railroad Company.
General offices at Tupper Lake, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address M. A. Chambers, Auditor.

NORTHERN OF NEW JERSEY.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 9, 1854.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	10,000	$1,000,000	$1,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	July, 1887	30	p.c. 6	Jan. & July.	$700,000	$654,000	$654,000

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road up to June 30, 1894.
Land	$250 00	$250 00
Total cost of road as reported up to June 30, 1893	.....	1,654,942 91
Total cost of road	$250 00	$1,655,192 91

Income Account for Year Ending June 30, 1894.

Proportion of gross earnings from operation	$130,187 20
Organization expenses (excluding all taxes)	33,738 70
Net earnings from operation	$96,448 50
Income from other sources, as follows, viz.:	
Rents	355 00
Gross income from all sources	$96,803 50

Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$39,240 00	
Rentals	9,525 00	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	6,924 67	
		$55,689 67
Net income from all sources		$41,113 83
Payments from net income, as follows, viz.:		
Dividends declared, 4¼ per cent. on $1,000,000 common stock		42,500 00
Deficit for year ending June 30, 1894		$1,386 17

General Income Account.

Deficit for year ending June 30, 1894	$1,386 17
Surplus up to June 30, 1893	8,282 38
Total surplus June 30, 1894	$6,896 21

DETAILED STATEMENT OF RENTALS.

Nyack and Northern Railroad Company	$9,525 00

Analysis of Gross Earnings and Operating Expenses.

	Passenger.	Freight.	Total.
Freight, through and local	.....	$23,964 67	$23,964 67
Passengers, through and local	$94,357 72	.....	94,357 72
Mail	1,059 77	.....	1,059 77
Express	10,613 76	.....	10,613 76
Miscellaneous, as follows, viz:			
News	191 28	.....	191 28
* Total gross earnings	$106,222 53	$23,964 67	$130,187 20

† OPERATING EXPENSES

Maintenance of way and structures:			
Repairs of stations, shops, docks, etc.	.....	.....	$3,889 29
Other expenses for maintenance of way and structures	.....	.....	10,000 00
Total	.....	.....	$13,889 29
Conducting transportation:			
Wages of station agents and clerks	.....	.....	$1,975 00
Wages for labor at stations	.....	.....	2,464 13
Total	.....	.....	$4,439 13
General expenses:			
Salaries of general officers and clerks	.....	.....	$12,087 98
General office expenses and supplies	.....	.....	1,471 36
Stationery and printing	.....	.....	198 05
Legal expenses	.....	.....	719 16
Other general expenses	.....	.....	983 78
Total	.....	.....	$15,410 28
Grand total operating expenses	.....	.....	$33,738 70

* Percentage of earnings from operations by the New York, Lake Erie and Western Railroad Company. † For maintaining organization.

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,655,192 91
Current assets, as follows, viz.:		
Cash on hand	$47,257 94	
Due by agents	9,417 53	
Open accounts	145,023 42	
		201,698 94
		$1,856,891 85

LIABILITIES.

Capital stock	$1,000,000 00
Funded debt	654,000 00
Current liabilities, as follows, viz.:	
Dividends unpaid	22,500 00
Open accounts	173,495 64
Profit and loss (surplus)	6,896 21
	$1,856,891 85

Description of Road.

TRACK.	MILES OWNED.		Miles leased, all in N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line authorized from Bergen Junction, N. J., to Sparkhill, N. Y., single track	1.44	21.28	.....	1.44	21.28
Total of branches or other roads authorized	.....	.....	4.37	4.37	4.37
Second track on main line	1.44	21.28	.....	1.44	21.28
Sidings and turnouts on main line	2.24	5.91	.....	2.24	5.91
Sidings and turnouts on branches or other roads	.....	.....	1.27	1.27	1.27
Total sidings and turnouts	2.24	5.91	1.27	3 51	7.18
Grand total of tracks, sidings and turnouts	5.12	48.47	5.64	10.76	54.11
Laid with steel rail, main line	5.12	48.47	.....	5.12	48.47
Laid with steel rail, branches or other roads	.....	.....	5.64	5.64	5.64

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length in New York State, miles.	Owned or leased.	Miles laid with steel rail.
Nyack and Northern	Sparkhill, N. Y	Nyack, N. Y	4.37	Leased	4.37

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. HULL BROWNING	President and Treasurer	Tenafly, N. J.
WILLIAM C. BROWNING	Vice-President	Tenafly, N. J.
JOHN J. DUFF	Secretary	Tenafly, N. J.

Directors of the Company.

Name.	*Residence.*
J. HULL BROWNING	Tenafly, N. J.
WILLIAM C. BROWNING	New York city.
HENRY G. MARQUAND	New York city.
JOHN W. HECK	Jersey City, N. J.
JAMES WILKINSON	New York city.
ELIAS H. SISSON	Tenafly, N. J.
JAMES W. MCCULLOH	Englewood, N. J.
NICOLAS GEOFFROY	New York city.
JOHN J. DUFF	New York city.

Title of company, Northern Railroad Company of New Jersey.
General offices at Tenafly, N. J.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Wednesday in June.
For information concerning this report, address John J. Duff, Secretary.

NYACK AND NORTHERN.

LESSOR.

LESSEE—NORTHERN OF NEW JERSEY.

OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, November 25, 1868.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	750	$75,000	.....
Issued for actual cash and now outstanding	748	74,800	$78,250

Number of stockholders 28

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
*First mortgage	Jan., 1870	20	6	Jan. and July	$150,000	$150,000	$76,000
†Second mortgage	Jan., 1875	20	7	Jan. and July	7,500	7,500	7,500
Total	.....	....	....	.....	$157,500	$157,500	$83,500

* Extended for ten years from January 1, 1890.
† This second mortgage is a judgment against the road held to secure the bond made for $7,500 by this road, which bond has heretofore been erroneously reported as a mortgage.

Cost of Road.	Total cost up to June 30, 1894.
Grading, masonry and ballast	$77,513 04
Superstructure (including ties)	92,148 19
Land	53,310 46
Passenger and freight stations	16,473 95
Engineering expenses	10,140 72
Total cost of road	$249,586 36

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rent	$9,525 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	$9,525 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$249,586 36

LIABILITIES.

Capital stock	$78,250 00
Funded debt	157,500 00
Current liabilities, as follows, viz.:	
Open accounts	13,836 36
	$249,586 36

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line from Sparkill to Nyack, single track	4.37
Sidings and turnouts on main line	1.27
Grand total tracks, sidings and turnouts	5.64

Officers of the Company.

Name.	*Title.*	*Official Address.*
ELIAS H. SISSON	President	Tenafly, N. J.
JOHN J. DUFF	Secretary	Tenafly, N. J.

Directors of the Company.

Name.	*Residence.*
ELIAS H. SISSON	Tenafly, N. J.
J. HULL BROWNING	Tenafly, N. J.
W. C. BROWNING	New York city.
ALEX. S. DIVEN	Elmira, N. Y.
ELISHA H. PRATT	Ridgefield, N. J.
CHARLES H SISSON	Tenafly, N. J.
JOHN J. DUFF	New York city.

Title of company, Nyack and Northern Railroad Company.
General offices at Tenafly, Bergen county, New Jersey.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Wednesday in February.
For information concerning this report, address John J. Duff, Secretary.

OGDENSBURGH AND LAKE CHAMPLAIN.

(Date of charter, 1864.)

For history of organization, etc., see Report of 1892.

On the 1st of March, 1894, the Central Vermont Railroad Company ceased to operate the St. Lawrence and Adirondack Railroad Company, and it passed into the control of the New York Central and Hudson River Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	30,770	$3,077,000	5	$500	$500

Grand total of common and preferred stock now outstanding $3,077,500

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p.c			
First consolidated mortgage bonds	Apr., 1880	40	6	Apr. & Oct.	$3,500,000	$3,500,000
Guarantee 4 per cent. bonds	Jan., 1888	32	4	Jan. & July	350,000	334,000
Income bonds	Apr., 1880	40	6	Apr. & Oct.	1,000,000	999,750
Total					$4,850,000	$4,833,750

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$1,873,549 87
Bridges	198,951 79
Superstructure (including ties)	1,292,809 08
Rails	24,783 38
Land damages	139,326 72
Fences	4,454 82
Passenger and freight stations	403,179 61
Engine and car houses	85,206 07
Shops, machinery and tools	80,757 54
Fuel and water stations	16,709 09
Engineering expenses	127,637 68
Interest and discount charged to construction	206,960 00
Road built by contract	2,057 47
Purchase of constructed road	5,936 75
Telegraph line	118,670 59
Wharfing	5,867 47
.....	229,208 95
.....	655,096 37
Total cost of road	$5,371,063 05

EQUIPMENT.

Locomotives	$393,322 62
Passenger cars	64,109 23
Mail, baggage and express cars	18,433 50
Freight and other cars	1,721,210 95
Total cost of equipment	$2,196,976 36
Grand total cost of road and equipment	$7,568,039 44

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$781,090 61
Less operating expenses (excluding all taxes)		522,661 01
Net earnings from operation		$258,429 60
Income from other sources, as follows, viz.:		
Rents		4,563 03
Gross income from all sources		$262,992 63
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$223,480 00	
Rentals	3,250 00	
Taxes on property used in operation of road	36,756 30	
Taxes on earnings and capital stock	1,108 55	
Interest on floating debt	3,048 13	
		267,642 98
Deficit for year ending June 30, 1894		$4,650 35

General Income Account.

Deficit for year ending June 30, 1894	$4,650 35
Deficit up to June 30, 1893	62,165 75
Total deficit June 30, 1894	$66,816 10

DETAILED STATEMENT OF RENTALS.

Saratoga and St. Lawrence	$3,250 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through and local		.....	$605,331 70	$605,331 70
Passengers, through	$70,359 70			
Passengers, local	82,447 89			
		$152,837 59		
Mail		13,321 32		
Express		9,600 00		
				175,758 91
Total gross earnings		$175,758 91	$605,331 70	$781,090 61

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$4,626 82	$10,795 94	$15,422 76
Repairs of roadbed	11,677 21	27,246 83	38,924 04
Repairs of bridges (including culverts and cattle guards)	1,727 10	4,029 92	5,757 02
Repairs of stations, shops, docks, etc	1,647 34	3,843 82	5,491 16
Repairs of fences	724 83	1,691 30	2,416 13
Other expenses for maintenance of way and structures	1,780 59	4,155 86	5,936 65
Total	$22,184 29	$51,763 47	$73,947 76

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$5,300 32	$12,367 44	$17,667 76
Repairs of cars	11,416 89	26,639 43	38,056 32
Repairs of machinery and tools	807 72	1,884 70	2,692 42
Other expenses for maintenance of equipment	2,293 61	5,351 77	7,645 38
Total	$19,818 54	$46,243 34	$66,061 88
Conducting transportation:			
Wages of conductors and men	$15,306 21	$35,719 16	$51,027 37
Wages of engineers and firemen	14,891 58	34,807 03	49,698 61
Fuel for locomotives	39,638 59	92,488 89	132,126 98
Oil and waste	2,184 06	5,096 17	7,280 23
Water supply	268 12	625 63	893 75
Wages of station agents and clerks	8,313 45	19,398 05	27,711 50
Wages for labor at stations	13,485 91	31,467 15	44,953 06
Station supplies	1,939 99	4,526 66	6,466 65
Wages of watchmen, flagmen and switchmen	677 24	1,580 23	2,257 47
Other expenses for conducting transportation	1,650 10	3,850 26	5,500 36
Total	$98,356 75	$229,559 23	$327,915 98
General expenses:			
Salaries of general officers and clerks	$750 43	$1,751 02	$2,501 45
General office expenses and supplies	6 21	14 51	20 72
Stationery and printing	1,165 60	2,719 74	3,885 34
Outside agencies and advertising	1,998 64	4,663 51	6,662 15
Legal expenses	1,319 65	3,079 20	4,398 85
Loss and damage of freight and baggage	627 39	1,463 92	2,091 31
Damage to cattle and property	435 60	1,016 40	1,452 00
Injuries to persons	828 73	1,933 71	2,762 44
Telegraph maintenance and operation	2,772 24	6,468 58	9,240 82
Mileage of cars of other companies (debit balance)	873 36	16,841 56	17,714 92
Other general expenses	1,201 61	2,803 78	4,005 39
Total	$11,979 46	$42,755 93	$54,735 39
Grand total operating expenses	$152,339 04	$370,321 97	$522,661 01

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$5,371,068 05
Cost of equipment		2,196,976 39
Other permanent investments, as follows, viz.:		
Bonds of other companies	$380,000 00	
Sinking fund	10,000 00	
Real estate	14,550 00	
Improvements	8,988 88	
		413,538 88
Current assets, as follows, viz.:		
Open accounts	$342,022 86	
Materials and supplies	28,790 91	
		370,813 77
		$8,352,397 09

LIABILITIES.

Capital stock		$3,077,500 00
Funded debt		4,833,750 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$65,467 27	
Audited vouchers and pay rolls	68,523 23	
Open accounts	229,723 27	
Loans and bills payable	60,000 00	
Sundries	24,328 32	
		441,142 09
		$8,352,392 09

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	47,036	209,530	256,566
Number of passengers carried one mile	2,635,298	4,300,481	6,935,779
Number of tons of freight carried	940,791	101,059	1,041,850
Number of tons of freight carried one mile	88,047,296	9,458,015	97,505,311
Passenger train mileage	151,285	73,868	225,153
Freight train mileage	464,069	73,868	537,937
All other train mileage	250,370	16,869	267,239
Total train mileage	865,724	154,605	1,020,329

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$175,758 91	$152,339 04	$23,419 87
Average per passenger carried	685	593	092
Average per passenger per mile	025	022	003
Average per passenger train per mile	78	676	104
Freight earnings and expenses (including miscellaneous earnings)	605,881 70	370,321 97	235,009 73
Average per ton of freight carried	581	355	226
Average per ton of freight per mile	006	004	002
Average per freight train per mile	1 125	688	437

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	2.67	2.33	2.5

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Ogdensburgh to Rouse's Point, single track	118	.....	118
Total of branches or other roads, authorized	.....	8.5	8.5
Total single track	118	8.5	126.5
Sidings and turnouts on main line	36.4	.....	36.4
Sidings and turnouts on branches or other roads	.....	.5	.5
Total sidings and turnouts	36.4	.5	36.9
Grand total of tracks, sidings and turnouts	154.4	9.	163.4
Laid with steel rail, main line	118.	.....	118
Laid with steel rail, branches or other roads	.....	8.5	8.5

Average life of rails — steel, 20 years; iron, 10 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 75 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State, miles.	Entire length, miles.	Leased.	Miles laid with steel rail.
Saratoga and St Lawrence...	Moira.....	Bombay Jct..	8.510	8.510	Leased..	All

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	11	853.6
Wooden bridges	122	4,889
Wooden trestles	6	2,659
Total	139	8,401.6

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	10	$10,600	161,000	20	6	.....
Locomotives, 4 drivers	16	9,000	110,000	20	9	.....
Total	26	.....	.....	.....	15	.....
First class passenger cars	8	$4,000	42,000	25	8	8
Second class passenger cars	3	2,000	40,000	25	3	3
Baggage, mail and express cars	1	2,000	40,000	25	1	1
Total	12	.....	.....	.....	12	12
Box freight cars	956	$600	22,000	15	.....	.....
Box stock cars	14	600	20,000	15	.....	.....
Flat freight cars	113	350	18,000	15	.....	.....
Caboose, 8-wheel cars	20	600	21,000	20	.....	.....
Total	1,103	.....	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse automatic air brakes and Miller coupler; freight cars are equipped with hand brake, common link and pin coupler.

Safety and Crook's patent split switches are used on main line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation...	$14,550 00
Total assessed value of real estate and personal property of company	1,552,020 00
Railroads crossing road at grade	3
Highway crossings at grade without protection	181
Highway crossings at grade protected by gates or flagmen	3
Highway crossings over or under grade	16
Overhead obstructions less than twenty feet above track	7

Passenger cars are heated by steam and coal stoves, lighted by lamps 300 test oil and ventilated by deck ventilators.

The American Express Company operates over the road and a mileage proportion of a round sum is paid to the Central Vermont Railroad Company for services over the entire system.

Wagner Palace Car Company cars are run over the road.

The Ogdensburgh and Lake Champlain pay two cents per mile for service of cars.

The sum of $1,330.74 paid the Wagner Palace Car Company for the year.

The different color and transportation lines running through New England do business over this road. Rate, three-fourths cent per mile; no preference given.

The United States government pays for transportation of mails over the road $112.01 per mile on Ogdensburgh and Lake Champlain railroad and on Saratoga and St. Lawrence $242.75.

DESCRIPTION OF FREIGHT MOVED.

Item.	Tonnage.
Flour	56,695
Grain	260,990
Meats and provisions	2,558
Live stock	3,041
Lumber	157,685
Pig and bar iron and steel	3,942
Iron or other ores	14,756
Coal and coke	168,975
Petroleum and other oils	9,301
All other manufactures	22,425
All other merchandise	102,898
All other agricultural products	73,680
All other articles not included above	165,039
Total	1,041,350

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	27	.....	27
Others	2	7	9
Total	29	7	36

EMPLOYES.

Average number of persons employed (including officials) during year	577
Aggregate amount of salaries and wages paid them	$253,489 18

Officers of the Company.

Name.	*Title.*	*Official Address.*
B. B. SMALLEY	President	Burlington, Vt.
D. D. RAULETT	Treasurer	St. Albans, Vt.
CHAS. R. BALT	Register	Boston, Mass.
GEO. T. CHILDS	Secretary	St. Albans, Vt.
LOUIS HASBROUCK	Counsel	Ogdensburgh, N. Y.

Directors of the Company.

Name.	*Residence.*
B. B. SMALLEY	Burlington, Vt.
E. C. SMITH	St. Albans, Vt.
W. J. AVERELL	Ogdensburgh, N. Y.
S. A. CARLTON	Boston, Mass.
J. R. LANGDON	Montpelier, Vt.
J. W. HOBART	St. Albans, Vt.
D. W. LAWRENCE	Malone, N. Y.
E. W. WITTERS	St. Albans, Vt.
F. S. STRANAHAN	St. Albans, Vt.
LOUIS HASBROUCK	Ogdensburgh, N. Y.
CHAS. PARSONS, Jr	New York city.
JAMES AVERELL, Jr	Champlain, N. Y.
D. D. RAULETT	St. Albans, Vt.

Title of company, Ogdensburgh and Lake Champlain Railroad Company.
General offices at St. Albans, Vt.
Date of close of fiscal year, March 30.
Date of stockholders' annual meeting, third Wednesday in June.
For information concerning this report, address M. M. Reynolds, General Auditor.

OLEAN, BRADFORD AND WARREN.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, October 17, 1877.)

For history of organization, etc., see Report of 1885.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,500	$150,000	$150,000

Number of stockholders 8

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAMUEL G. DECOURSEY	President	Philadelphia, Pa.
NICHOLAS THOURON	Vice-President	Philadelphia, Pa.
J. R. TRIMBLE	Secretary	Philadelphia, Pa.
F. L. BUELL	Treasurer	Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL G. DECOURSEY	Philadelphia, Pa.
NICHOLAS THOURON	Philadelphia, Pa.
EDWARD L. OWEN	New York city.
P. P. PRATTS	Buffa o, N. Y.
E. W. CLARK, Jr	Philadelphia, Pa.
FRANK RUMSEY	Buffalo, N. Y.
R. BELL	Buffalo, N Y.

Title of company, Olean, Bradford and Warren Railroad Company.
General offices at 84 Exchange street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, October 15.
For information concerning this report, address John F. Reynolds, Auditor.

ONTARIO, CARBONDALE AND SCRANTON.

(Date of charter, October 3, 1889.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	15,000	$1,500,000	.....
Issued for actual cash	13,030	$1,303,000	$1,303,000
Issued on account of construction	1,970	97,000	.....
Total now outstanding	15,000	$1,500,000	$1,303,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortgage bds.	Nov. 4, 1889	50	5	June 1 & Dec. 1	$1,500,000	$1,500,000	$1,500,000

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$18,533 30	$1,454,8[illegible]8 93
Bridges	4,312 80	222,999 96
Superstructure (including ties)	.....	105,[illegible]89 42
Rails	.....	201,123 67
Land and land damages	*2,484 11	638,995 54
Fences	534 99	10,857 34
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	.....	66,288 52
Engineering expenses	.....	58,809 54
Interest and discount charged to construction	.....	364,863 05
Road built by contract	.....	367,000 00
Telegraph line	.....	12,[illegible]40 10
Other items	432 84	226,871 35
Total cost of road	$21,329 83	$3,730,332 44

Income Account for Year Ending June 30, 1894.

Lease of road		$98,340 41
Maintenance of organization		3,000 00
Gross income from all sources		$101,340 41
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$75,000 00	
Maintenance of organization	3,196 66	
		78,196 66
Surplus for year ending June 30, 1894		$23,143 75

General Income Account.

Surplus for year ending June 30, 1894	$23,143 75
Surplus up to June 30, 1893	56,113 53
Total surplus June 30, 1894	$79,257 28

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$3,730,332 44
Current assets, as follows, viz.:	
Cash on hand	3,325 56
Open accounts	8,740 67
	$3,742,398 67

* Credit.

LIABILITIES.

Capital stock	$1,500,000 00
Funded debt	1,500,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	6,250 00
Loans and bills payable	656,291 89
Profit and loss (surplus)	79,257 28
	$3,742,398 67

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	In N. Y. State.	Entire length.
Main line authorized from Hancock Junction, N. Y., to Scranton, Pa., single track	1.91	54.05
Sidings and mine branches on main line	.....	23.53
Grand total of tracks, sidings and turnouts	1.91	77.58
Laid with steel rail, main line	All.	All.

Average life of rails—steel, 18 years; average life of ties, 8 years; weight of rails per yard—steel, maximum. 67 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and culm.
Point switches exclusively used on line of road.

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS P. FOWLER	President	New York city.
JAMES E. CHILDS	Vice-President and General Manager	New York city.
JOHN B. KERR	General Counsel	New York city.
JOHN FLEMING	Secretary and Treasurer	New York city.

Directors of the Company.

Name.	*Residence.*
EDWARD B. STURGES	Scranton, Pa.
WILLIAM H. RICHMOND	Dickson City, Pa.
CLARENCE D. SIMPSON	Scranton, Pa.
JOHN JERMYN	Scranton, Pa.
O. S. JOHNSON	Scranton, Pa.
WILLIAM W. PATTERSON	Scranton, Pa.
J. E. CHILDS	New York city.
JOHN B. KERR	New York city.
DANIEL SOURRY	Carbondale, Pa.
EDWARD CLARKSON	Carbondale, Pa.
CLARENCE E. SPENCER	Carbondale, Pa.
JAMES E. BURR	Carbondale, Pa.
THOMAS P. FOWLER	New York city.

Title of company, Ontario, Carbondale and Scranton Railway Company.
General offices at Scranton, Pa., and 56 Beaver street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Wednesday in January.
For information concerning this report, address John Fleming, Secretary-Treasurer, 56 Beaver street, New York city.

ORANGE COUNTY.

(Date of charter, November 28, 1888.)

The Lehigh and Hudson River Railway Company operates all the trains running over this road, furnishing motive power and all equipments, for which this company pays 25 per cent. of the gross earnings.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	2,000	$200,000	$200,000

Number of stockholders 14

Cost of Road.	Total cost up to June 30, 1894.
Grading, masonry and ballast	$217,785 71
Bridges	35,419 33
Superstructure (including ties)	46,817 26
Rails	34,962 96
Land	4,419 74
Land damages	49,391 12
Fences	4,509 45
Passenger and freight stations	6,275 58
Engine and car houses	1,(09 79
Shops, machinery and tools	1,595 80
Fuel and water stations	3,501 94
Engineering expenses	7,070 36
Telegraph line	1, 14 58
Organization and general expenses	1,834 94
Total cost of road	$415,617 88

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$46,185 16
Less operating expenses (excluding all taxes)	28,539 52
Gross income from all sources	$17,645 64
Deductions from income, as follows, viz.:	
Taxes on earnings and capital stock	844 89
Surplus for year ending June 30, 1894	$16,800 75

General Income Account.

Surplus for year ending June 30, 1894	$16,800 75
Surplus up to June 30, 1893	4,047 91
	$20,848 66
Less payment to Lehigh and Hudson River Railway Company	16,800 75
Total surp us June 30, 1894	$4,047 91

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through and local		.....	$37,521 11	$37,521 11
Passengers, through	$4,227 28			
Passengers, local	144 41			
		$4,371 69	.....	4,371 69
Express		4,233 75	.....	4,233 75
Miscellaneous, as follows, viz.:				
Baggage		12 61	.....	12 61
Rents, etc		12 33	33 67	46 00
Total gross earnings		$8,630 38	$37,554 78	$46,185 16

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$842 92	$2,302 32	$3,145 24
Repairs of bridges (including culverts and cattle guards)	3 34	9 12	12 46
Repairs of stations, shops, docks, etc	50 00	136 57	186 57
Repairs of fences	2 76	7 55	10 31
Other expenses for maintenance of way and structures	57 40	156 78	214 18
Total	$956 42	$2,612 34	$3,568 76
Conducting transportation:			
Water supply	$114 09	$311 62	$425 71
Wages of station agents and clerks	673 30	1,839 02	2,512 32
Wages for labor at stations	273 12	745 98	1,019 10
Station supplies	24 20	66 09	90 29
Wages of watchmen, flagmen and switchmen	254 87	696 13	951 00
Other expenses for conducting transportation	2,154 51	12,016 23	14,170 74
Total	$3,494 09	$ 5,675 07	$19,169 16
General expenses:			
Telegraph maintenance and operation	$130 89	$357 89	$488 38
Mileage of cars of other companies (debit balance)	892 99	4,156 98	5,049 97
Other general expenses	70 55	192 70	263 25
Total	$1,094 43	$4,707 17	$5,801 60
Grand total operating expenses	$5,544 94	$22,994 58	$28,539 52

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$415,617 88

LIABILITIES.

Capital stock	$300,000 00
Current liabilities, as follows, viz.:	
Loans and bills payable	211,569 92
Profit and loss (surplus)	4,047 91
	$415,617 88

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	28,043	663	28,706
Number of passengers carried one mile	298,381	5,039	303,420
Number of tons of freight carried	.....	.....	610,456
Number of tons of freight carried one mile	.....	.....	6,506,654
Passenger train mileage	.....	.....	10,717
Freight train mileage	.....	.....	32,039
All other train mileage	.....	.....	2,715
Total train mileage	.....	.....	45,471

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$8,630 38	$5,545 94	$3,055 44
Average per passenger carried	30064	19316	10748
Average per passenger per mile	02844	01827	01017
Average per passenger train per mile	8053	5174	2879
Freight earnings and expenses (including miscellaneous earnings)	37,554 78	22,994 58	14,560 20
Average per ton of freight carried	0615	0376	0239
Average per ton of freight per mile	00577	00353	00224
Average per freight train per mile	1 1721	7177	4544

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	1.417	2.86	1.44
Average rate received per mile per ton for carrying freight, all classes	.....	.....	.5766

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y State.
Main line authorized from Hudson Junction to Maybrook, single track	10.7
Sidings and turnouts on main line	3.42
Grand total of tracks, sidings and turnouts	14.18
Laid with steel rail, main line	10.7

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	6	515

Split switch in use.

Orange County.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	0.7
Railroads crossing road at grade	1
Railroads crossing road over or under grade	2
Highway crossings at grade without protection	7
Highway crossings over or under grade	4

United States Express Company and Wells, Fargo & Co. run over road.

The Lehigh and Hudson River Railway Company operate all the trains running over this road, furnishing motive power and all equipment, for which this company pays 25 per cent. of the gross earnings.

Description of Freight Moved.

Item.	Tonnage.	Per cent.
Flour	23,752	3.89
Grain	41,646	6.83
Meats and provisions	856	.13
Live stock	148	.02
Lumber	26,943	4.41
Pig and bar iron and steel	17,709	2.90
Iron or other ores	3,857	.63
Coal and coke	358,406	58.71
Petroleum and other oils	905	.15
All other manufactures	51,509	8.45
All other merchandise	21,343	3.49
All other agricultural products	32,309	5.30
All other articles not included above	31,080	5.09
Total	610,456	100

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. W. Watson	President	New York city.
Grinnell Burt	General Manager	Warwick, N. Y.
John Sayer	Secretary and Treasurer	Warwick, N. Y.
E. M. Reynolds	Auditor	Warwick, N. Y.
E. Garrison	Chief Engineer	Newburgh, N. Y.
F. E. Smith	General Freight Agent	Warwick, N. Y.

Directors of the Company.

Name.	*Residence*
J. W. Watson	New York city.
Henry Graves	New York city.
Samuel Dickson	Philadelphia, Pa.
S. M. Williams	New York city.
S. Shepherd	Philadelphia, Pa.
J. R. Maxwell	New York city.
Robert W. De Forest	New York city.
John Sayer	Warwick, N. Y.
Edward D. Adams	New York city.
George F. Baker	New York city.
Loyall Farragut	New York city.
H. W. Maxwell	New York city.
J. S. Harris	Philadelphia, Pa.

Title of company, Orange County Railroad Company.
General office at Warwick, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in December.
For information concerning this report, address E. M. Reynolds, Auditor.

OSWEGO AND ROME.

LESSOR.

LEASE ASSIGNED TO AND OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 11, 1863.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares	Total par value.
Authorized by law or charter and now outstanding	2,250	$225,000

Number of stockholders 51

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p.c.			
First mortgage	May 22, 1865	50	7	May and Nov.	$350,000	$350,000
Second mortgage	April 1, 1891	24	5	Feb. and Aug.	400,000	400,000
Total	.....	....	....	.....	$750,000	$750,000

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	.....	$218,878 08
Bridges	.....	20,523 16
Superstructure (including ties)	.....	515,478 87
Land and land damages	.....	12,865 34
Passenger and freight stations	.....	29,006 93
Engine and car houses	.....	10,941 69
Interest and discount charged to construction	.....	27,263 76
Cost of road not classified	$500 00	18,947 24
Total cost of road	$500 00	$964,900 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$964,900 00
Other permanent investments, as follows, viz.:	
Capital stock	10,100 00
	$975,000 00

LIABILITIES.

Capital stock	$225,000 00
Funded debt	750,000 00
	$975,000 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line laid with steel rail from Oswego to Richland, single track	18.49

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES PARSONS, Jr	President	96 Broadway, New York city.
CHARLES PARSONS	Vice-President	96 Broadway, New York city.
EDWIN PARSONS, 3d	Secretary and Treasurer	96 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
CHARLES PARSONS	New York city.
CLARENCE S. DAY	New York city.
CHARLES PARSONS, Jr.	New York city.
EDWIN PARSONS	New York city.
GEORGE PARSONS	New York city.
WILLIAM LUMMIS	New York city.
WILLIAM M. WHITE	Utica, N. Y.
JOHN THORN	Utica, N. Y.
J. F. WAYNARD	Utica, N. Y.
WALTON FERGUSON	Stamford, Ct.
CHAUNCEY M. DEPEW	New York city.
H. WALTER WEBB	New York city.
JOHN M. CROUSE	Utica, N. Y.

Title of company, Oswego and Rome Railroad Company.
General offices at 96 Broadway, New York city.
Date of close of fiscal year, June 30.
For information concerning this report, address Charles Parsons, Jr., President.

OSWEGO AND SYRACUSE.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 29, 1839.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter	26,408	$1,320,400 00
Issued on account of construction	9,648	$482,400 00
Issued for conversion of bonds	16,760	838,000 00
Total now outstanding	26,408	$1,320,400 00

Number of stockholders 315

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			p. c.			
*First consolidated guaranteed mortgage	Dec. 28, 1876	30	7	Mar & Sept	$500,000	$438,000
*Guaranteed construction mort.	May 1, 1883	40	5	May & Nov.	1,000,000	668,000
Total					$1,500,000	$1,106,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast		$348,958 88
Bridges		32,998 10
Superstructure (including ties) and rails	$9,153 83	442,198 64
Land, land damages and fences	5,054 03	290,142 66
Passenger and freight stations		133,352 19
Shops, machinery and tools		63,016 58
Engineering expenses, etc		79,948 80
Interest and discount charged to construction		17,263 23
Wharfing		454,489 74
Total cost of road	$14,207 86	$1,861,368 89
EQUIPMENT.		
Locomotives	†$33,213 39	$112,029 64
Passenger cars		62,817 77
Mail, baggage and express cars	†4,500 00	7,100 00
Freight and other cars	†8,949 89	388,197 26
Total cost of equipment	†$46,663 28	$570,144 67
Grand total cost of road and equipment	†$32,455 42	$2,431,513 49

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New siding to Baldwinsville, land, etc		$5,054 03	
Siding		9,153 83	
			$14,207 86
One locomotive bought			3,300 00
			$17,507 86
Less:			
One locomotive sold		$3,500 00	
Box and flat cars torn down		7,000 00	
Depreciation in equipment:			
Baggage, mail and express cars	$1,500 00		
Service cars	1,949 89		
Locomotives	33,013 39		
		39,463 28	
			49,963 28
Total credit			$32,455 42

Income Account for Year Ending June 30, 1894.

Rentals paid by lessee directly to stock and bondholders:

Twelve months' interest on stock	$118,836 00
Twelve months' interest on bonds	64,060 00
	$182,896 00

*Issued and delivered at par to lessee for advances made, etc. † Credit.

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,861,368 82
Cost of equipment	570,144 67
Profit and loss (deficiency), net floating debt	28,664 30
	$2,460,177 79

LIABILITIES.

Capital stock	$1,330,400 00
Funded debt	1,106,000 00
Unfunded debt due lessee	33,777 79
	$2,460,177 79

Officers of the Company.

Name.	*Title.*	*Official Address*
SAMUEL SLOAN	President	New York city.
FRED. S. CHAMBERS	Secretary	New York city.
FREDERICK H GIBBENS	Treasurer	New York city.
WILLIAM F. HALSTEAD	General Manager	Scranton, Pa.
A. H. SCHWARZ	Superintendent	Syracuse, N. Y.

Directors of the Company.

Name.	*Residence.*
THOMAS KINGSFORD	Oswego, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
M. TAYLOR PYNE	New York city.
FREDERICK H. GIBBENS	New York city.
EDWIN R. HOLDEN	New York city.
WILLIAM S. SLOAN	New York city.
MERRITT TRIMBLE	New York city.
J. H. DURKEE	New York city.
L. P. CHILD	New York city.
LAWRENCE TURNURE	New York city.
SAMUEL SLOAN, Jr	New York city.
WALTER DAWSON	New York city.

Title of company, Oswego and Syracuse Railroad Company.
General offices at Oswego.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address Fred. S. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

OTIS ELEVATING.

(Date of charter, November 25, 1885.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,700	$170,000	.....
Issued for actual cash	1,156	115,600	$115,600
Issued on account of construction	300	30,000	.....
Total now outstanding	1,456	$145,600	$115,600

Number of stockholders 60

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mtge. bonds.	Feb. 1, 1892	30	5	Feb. 1, Aug. 1	$130,000	$110,000	$107,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Road and equipment built by contract	$272,603 42
Construction account, incidentals	1,687 50
Total cost of road	$274,290 92

EQUIPMENT.	
Miscellaneous equipment	$342 56
Grand total cost of road and equipment	$274,633 48

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$8,091 33
Less operating expenses (excluding all taxes)		4,559 36
Gross income from all sources		$3,531 97
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$1,835 00	
Taxes on property used in operation of road, on earnings and capital stock	317 99	
Insurance	300 00	
		2,442 99
Surplus for year ending June 30, 1894		$1,088 98

General Income Account.

Surplus for year ending June 30, 1894	$1,088 98
Deficit up to June 30, 1893	680 75
Total surplus June 30, 1894	$408 23

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local	.....	$609 88	$609 88
Passengers, local	$7,476 45	.....	7,476 45
Miscellaneous, as follows, viz.:			
Extra baggage	5 00	.....	5 00
Total gross earnings	$7,481 45	$609 88	$8,091 33

OPERATING EXPENSES.

Maintenance of way and structures:			
Expenses for maintenance of way and structures	$663 12	$55 26	$718 38

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	$632 68	$52 72	$685 40
Wages of engineers and fireman and operator	1,284 61	107 05	1,391 66
Fuel for engine	482 31	40 19	522 50
Oil and waste	53 29	4 44	57 73
Wages of station agents and clerks	232 31	19 36	251 67
Total	$2,685 20	$223 76	$2,908 96
General expenses:			
Salaries of general officers and clerks	$276 92	$23 08	$300 00
Stationery and printing	92 11	7 68	99 79
Outside agencies and advertising	396 11	33 07	429 90
Telephone maintenance and operation	51 26	4 27	55 53
Other general expenses	43 20	3 60	46 80
Total	$860 32	$71 70	$932 02
Grand total operating expenses	$4,208 64	$350 72	$4,559 36

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$274,633 48
Current assets, as follows, viz.:		
Cash on hand	$1,457 53	
Due by agents	284 93	
Open accounts	335 04	
Materials and supplies	75 00	
		2,202 30
		$276,835 78

LIABILITIES.

Capital stock		$145,600 00
Funded debt		110,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$1,750 00	
Audited vouchers and pay rolls	869 33	
Open accounts	3,208 22	
Loans and bills payable	15,000 00	
		20,827 55
Profit and loss (surplus)		408 23
		$276,835 78

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	13,156
Number of passengers carried one mile	17,523
Number of tons of freight carried	406
Number of tons of freight carried one mile	548
Freight train mileage	3,806

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$7,481 45	$4,208 64	$3,272 81
Average per passenger carried	57	32	25
Average per passenger per mile	42	24	18
Average per passenger train per mile	2 94	1 68	1 26
Freight earnings and expenses (including miscellaneous earnings)	609 88	350 72	259 16
Average per ton of freight carried	1 50	86	64
Average per ton of freight per mile	1 11	64	47
Average per freight train per mile	24	14	10

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	42.
Average rate received per mile per ton for carrying freight, all classes	1.11

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Otis Junction to Catskill Mountain station, three rails	1.35
Sidings and turnouts on main line	.04
Grand total of tracks, sidings and turnouts	1.39
Laid with steel rail, main line, three rails	1.39

Weight of rails per yard—steel, maximum, 35 lbs.; minimum, 35 lbs.; gauge of track, 3 feet; ballasted with rock.

EQUIPMENT.	Number owned.	No equipped with patent brake.
First class passenger cars	2	2
Baggage, mail and express cars	2	.....
Total	4	2

No train brake on this road; baggage car is connected to passenger car by two or three links; passenger cars have automatic safety appliance.

No switches on this line, automatic turnouts.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned and operated by company, miles	1.35
Total assessed value of real estate and personal property of company	$20,000
Highway crossings over or under grade	1

Passenger cars are not heated, but lighted by kerosene lamps and ventilated by being open cars.

DESCRIPTION OF FREIGHT MOVED

ITEM.	Tonnage.	Per cent.
Flour and grain	30	7
Meats and provisions	300	74
All other articles not included above	76	19
Total	406	100

EMPLOYES.

Average number of persons employed (excluding officials) during the year	18
Aggregate amount of salaries and wages paid them	$3,172 72

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES L. RICKERSON	President	54 Harrison street, N. Y. city.
CHARLES A. BEACH	Supt., Sec. and Treas	Catskill, N. Y
W. D. BALDWIN	Vice-President	38 Park Row, N. Y. city.

Directors of the Company.

Name.	*Residence.*
ALFRED VAN SANTVOORD	New York city.
CHARLES L. RICKERSON	New York city.
WILLIAM D. BALDWIN	New York city.
GEORGE N. SNYDER	New York city.
W. H. RITTER	New York city.

Title of company, Otis Elevating Railway Company.
General offices at Catskill, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, November 21.
For information concerning this report, address Charles A. Beach, Superintendent.

OWASCO RIVER.

(Date of charter, June 2, 1881.)

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	300	$30,000

Number of stockholders 18

Cost of Road and Equipment.

ROAD.		Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast		$7,450 73
Bridges		3,000 00
Superstructure (including ties)		10,666 10
Land damages		27,930 69
Engineering expenses		1,8[illegible]3 39
Interest and discount charged to construction		2,736 64
Total cost of road		$53,627 54
EQUIPMENT.		
Locomotives		$5,000 00
Freight and other cars		1,750 00
Total cost of equipment		$6,750 00
Grand total cost of road and equipment		$60,377 54

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$7,066 00
Less operating expenses (excluding all taxes)		7,298 04
Gross deficit from all sources		$232 04
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$412 20	
Taxes on earnings and capital stock	87 45	
		499 65
Deficit for year ending June 30, 1894		$731 69

General Income Account.

Deficit for year ending June 30, 1894	$731 69
Surplus up to June 30, 1893	21,469 47
Total surplus June 30, 1894	$20,737 78

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, local	$7,066 00

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadbed	$2,737 61
Maintenance of equipment:	
Repairs of locomotives	$105 77
Repairs of cars	172 08
Total	$277 85
Conducting transportation:	
Wages of conductor and men	$1,503 00
Wages of engineers and firemen	1,270 05
Fuel for locomotives	845 50
Oil and waste	27 18
Other expenses for conducting transportation	636 90
Total	$4,282 58
Grand total operating expenses	$7,298 04

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$53,627 54
Cost of equipment	6,750 00
	$60,377 54

LIABILITIES.

Capital stock	$30,000 00
Current liabilities, as follows, viz.:	
Loans	9,639 76
Profit and loss (surplus)	20,737 78
	$60,377 54

Traffic and Mileage Statistics.

ITEM.	All local.
Number of tons of freight carried	36,659
Number of tons of freight carried one mile	18,335

ITEM.	All local. Cents.
Computed on earnings from carrying freight only.	
Average rate received per mile per ton for carrying freight, all classes	38

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from depot of N. Y. C. and H. R. R. R. in Auburn to railroad yard of D. M. Osborne & Co., Auburn, main line laid, single track	.50
Sidings and turnouts on main line	1.64
Grand total of tracks, sidings and turnouts	2.14
Laid with steel rail, main line	2.14

Average life of rails — steel, 11 years in use; average life of ties, 6 years; weight of rails per yard — steel, maximum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	1	140
Wooden trestles	3	2,047
Total	4	2,187

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.
Locomotives, 4 drivers	2	$3,000	4,000
Box freight cars	2	$437	9,000
Flat freight cars	9	396	8,000
Total	11	.....	.....

Passenger and freight cars are equipped with ordinary brake.
The ordinary switch is used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State
Total assessed value of real estate and personal property of company	$15,000
Highway crossings at grade protected by gates or flagmen	3

There are no passenger cars on this road.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Lumber	4,205	11
Pig and bar iron and steel	7,860	22
Coal and coke	5,758	16
Petroleum and other oils	568	2
Shipments of manufactured goods received from companies within this State from manufactories within this State	11,489	31
All other manufactures	2,420	6
All other merchandise	1,601	4
All other agricultural products	2,949	8
Total	36,650	100

EMPLOYES.

Average number of persons employed (including officials) during year	6
Aggregate amount of salaries and wages paid them	$2,778 05

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS M. OSBORNE	Pres'dent	Auburn, N. Y.
JOHN H. OSBORNE	Secretary and Treasurer	Auburn, N. Y.
EDWIN D. METCALF	General Manager and Superintendent	Auburn, N. Y.
HENRY J. KOSTERS	Chief Engineer	Auburn, N. Y.

Directors of the Company.

Name.	*Residence.*
THOMAS M. OSBORNE	Auburn, N. Y.
EDWIN D. METCALF	Auburn, N. Y.
JOHN H. OSBORNE	Auburn, N. Y.
HENRY J. KOSTERS	Auburn, N. Y.
CLARENCE B. KOSTERS	Auburn, N. Y.
CLARENCE F. BALDWIN	Auburn, N. Y.
S. ELLIOTT GRANT	Auburn, N. Y.
FRANK E. SWIFT	Auburn, N. Y.
C. EUGENE OLNEY	Auburn, N. Y.
MARTIN LOWER	Auburn, N. Y.
W. H. HARRIS	Auburn, N. Y.
R. G. BROCKWAY	Auburn, N. Y.
WALTER BECK	Auburn, N. Y.

Title of company, Owasco River Railway Company.
General offices at Auburn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, June 2.
For information concerning this report, address John H. Osborne, Secretary and Treasurer.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

LESSOR.

LESSEE—NEW YORK, SUSQUEHANNA AND WESTERN.

(Date of charter, September 7, 1887.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	60,000	$3,000,000	.....
Issued for reorganization	35,000	$1,750,000	$1,750,000
Issued for purchase of Campbell Hall Connecting railroad	5,000	250,000	250,000
Total now outstanding	40,000	$2,000,000	$2,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Due.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First mortgage	Jan. 1, 1889	1989	6	July & Jan	$1,500,000	$1,500,000	$1,500,000
Second mortgage	Jan. 1, 1890	1910	6	July & Jan.	500,000	250,000	250,000
First mortgage Susq Valley railroad	July 1, 1886	19.6	4	Jan. & July	100,000	61,500	61,500
Total	.....	....	....	.....	$2,100,000	$1,811,500	$1,811,500

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$1,322,401 45
Bridges	265,835 00
Superstructure (including ties)	80,155 00
Rails	173,127 00
Land and land damages	236,684 00
Fences	28,464 00
Shops, machinery and tools	59,845 40
Engineering expenses	5,920 75
Interest and discount charged to construction	164,063 85
Purchase of constructed road	1,491,970 69
Telegraph line	1,985 13
Total cost of road	$3,850,452 26
EQUIPMENT.	
Locomotives	$111,510 00
Passenger cars	46,475 00
Mail, baggage and express cars	23,775 00
Freight and other cars	325,150 00
Total cost of equipment	$506,910 00
Grand total cost of road and equipment	$4,357,362 26

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Rental from Lehigh Valley Railroad Company for Pennsylvania, Poughkeepsie and Boston in Pennsylvania		$1,200 00
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$119,826 68	
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	4,500 00	
Sundries	1,200 00	
Interest	5,487 37	
		131,012 05
Deficit for year ending June 30, 1894		$129,812 05

General Income Account.

Deficit for year ending June 30, 1894	$129,812 05
Deficit up to June 30, 1893	963,888 52
Total deficit June 30, 1894	$1,093,700 57

General Balance Sheet, June 30, 1894.

ASSETS.		
Cost of road		$3,850,452 26
Cost of equipment		506,910 00
Other permanent investments, as follows, viz.:		
Stock of other companies	$1 00	
Bonds of other companies	219,689 55	
		219,690 55
Current assets, as follows, viz.:		
Cash on hand	$1,463 39	
Open accounts	21,006 39	
		22,469 78
Profit and loss (deficiency)		1,093,700 57
		$5,693,223 16
LIABILITIES.		
Capital stock		$2,000,000 00
Funded debt		2,072,973 82
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$46,074 56	
Open accounts	207,517 18	
Loans and bills payable	624,055 30	
Sundries	91,506 60	
Receiver's certificates	248,095 75	
		1,620,249 34
		$5,693,223 16

Description of Road and Equipment.

TRACK.	MILES OWNED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length	Length in N. Y. State.	Entire length.
Main line authorized from Slatington, Pa., to Pine Island, N.Y., single track	3.78	47.77	3.78	51.55
Branches or other roads laid, single track	.....	.80	...	.80
Total single track	.....	48.57	3.78	52.35
Sidings and turnouts on main line	.33	11.49	.33	11.82
Grand total of tracks, sidings and turnouts	4.11	60.06	4.11	64.17
Laid with steel rail, main line	3.78	47.77	3.78	51.55
Laid with steel rail, branches or other roads	.....	.80	.....	.80

Weight of rails per yard — steel, maximum, 60 lbs.; minimum, 54 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State, miles.	Owned or leased.	Miles laid with steel rail.
Howerton branch	Hower's branch, Pa.	Howerton, Pa	.80	Owned.	.80

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	6	$9,000	104 000 108,000	6	.....
Locomotives, 4 drivers	8	7,900	96,100	8	.....
Total	14	.....	.....	14	.....
Second class passenger cars	15	$4,600	.....	15	15
Baggage, mail and express cars	3	3,850	.....	3	3
Total	18	.....	.....	18	18
Box freight cars	51	$475	.....	.....	.....
Coal freight cars	547	450	.....	.....	547
Flat freight cars	40	325	.....	.....	.....
Caboose, 4-wheel cars	3	525	.....	.....	3
Service cars	2	1,000	.....	.....	.....
Total	643	.....	.....	.....	550

Passenger cars are equipped with the Westinghouse air brake and Janney coupler; freight cars with the Union Thurmond patented couplers.
Split switches in use.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation....	$2,000
Total assessed value of real estate and personal property of company.....	$1,000,000
Railroads crossing road at grade	1
Railroads crossing road over or under grade.....	5

Passenger cars are heated by steam, lighted by oil and ventilated by Hood ventilators.

Officers of the Company.

Name.	*Title.*	*Official Address.*
W. W. GIBBS	President.....	411 Walnut street, Philadelphia, Pa.
HENRY H. KINGSTON.....	Receiver.....	411 Walnut street, Philadelphia, Pa.
MORRIS R. BOCKIUS.....	Secretary	411 Walnut street, Philadelphia, Pa.
JOS. R. SAGER.....	Treasurer	411 Walnut street, Philadelphia, Pa.
E. J. FALLON	Auditor	Reading Terminal, Philadelphia, Pa.

Directors of the Company.

Name.	*Residence.*
JOS. F. SINNOTT.....	Philadelphia, Pa.
ALFRED N. CHANDLER	Philadelphia, Pa.
WM. B. SCOTT	Philadelphia, Pa.
WM. W. GIBBS	Philadelphia, Pa.
WM. T. CARTER	Philadelphia, Pa.
HENRY H. KINGSTON.....	Philadelphia, Pa.
RANDALL MORGAN	Philadelphia, Pa.

Title of company, Pennsylvania, Poughkeepsie and Boston Railroad Company.
General offices at 411 Walnut street, Philadelphia, Pa.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in September.
For information concerning this report, address E. J. Fallon, Auditor.

PHILADELPHIA AND READING.

REPORTING OPERATIONS OF LEHIGH VALLEY AND SOUTHERN CENTRAL.

Operations of the Lehigh Valley railroad and Southern Central railroad for the month of July, 1893.
Operations for the other eleven months of the fiscal year included in report of Lehigh Valey Railroad Company.

Income Account for Month of July, 1893.

Gross earnings from operation.....	$300,039 64
Less operating expenses (excluding all taxes).....	284,457 15
Net earnings from operation.....	$15,582 49
Deductions from income, as follows, viz.:	
Rentals.....	1,902 93
Surplus for year ending June 30, 1894.....	$13,679 56

Detailed Statement of Rentals.

New York, Lake Erie and Western railroad.....	953 65
New York Central and Hudson River railroad	949 28
Total amount of rentals deducted from income.....	$1,902 93

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local	.....	$351,073 44	$351,073 44
Passengers, through and local	$41,187 95	.....	41,187 95
Mail	1,967 89	.....	1,967 89
Express	3,000 00	.....	3,000 00
Miscellaneous, as follows, viz.:			
Shipping	.....	2,436 93	2,436 93
Rents	373 50	.....	373 50
Total gross earnings	$46,529 27	$353,510 37	$300,039 64

OPERATING EXPENSES.

Maintenance of way and structures:			
Steel rails laid, 611 09 tons	.....	.....	$11,066 13
Repairs of roadbed	.....	.....	47,971 66
Repairs of bridges (including culverts and cattle guards)	.....	.....	1,470 49
Repairs of stations, shops, docks, etc.	.....	.....	3,791 75
Other expenses for maintenance of way and structures	.....	.....	6,340 85
Total	.....	.....	$70,640 29
Maintenance of equipment:			
Repairs of locomotives	.....	.....	$15,879 03
Repairs of cars	.....	.....	25,826 15
Repairs of machinery and tools	.....	.....	273 33
Other expenses for maintenance of equipment	.....	.....	1,563 41
Total	.....	.....	$43,491 93
Conducting transportation:			
Wages of conductors and men	.....	.....	$45,583 85
Wages of engineers and firemen	.....	.....	35,406 54
Fuel for locomotives	.....	.....	33,[illegible]39 94
Oil and waste	.....	.....	1,852 12
Water supply	.....	.....	3,006 49
Other train supplies or expenses	.....	.....	1,762 12
Wages of station agents and clerks	.....	.....	31,5[illegible]0 30
Wages for labor at stations	.....	.....	6,0[illegible]1 1
Station supplies	.....	.....	1,066 30
Wages of watchmen, flagmen and switchmen	.....	.....	2,657 11
Other expenses for conducting transportation	.....	.....	18,770 97
Total	.....	.....	$166,355 85
General expenses:			
Other general expenses	.....	.....	$3,969 06
Grand total operating expenses	.....	.....	$284,457 15

Traffic and Mileage Statistics.

ITEM.	
Number of passengers carried	65,422
Number of passengers carried one mile	1,422,575
Number of tons of freight carried	296,001
Number of tons of freight carried one mile	42,881,533
Passenger train mileage	135,165
Freight train mileage	183,504
All other train mileage	77,252
Total train mileage	395,921

ITEM.	Through and local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.8
Average rate received per mile per ton for carrying freight, all classes	.6

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	19,211	6.72
Grain	41,263	14.43
Meats and provisions	2,708	.95
Live stock	9,167	3.21
Lumber	15,156	5.30
Pig and bar iron and steel	3,183	1.11
Coal and coke	101,452	35.47
Petroleum and other oils	5,430	1.89
All other manufactures	4,331	1.51
All other merchandise	12,971	4.54
All other agricultural products	16,300	5.70
All other articles not included above	54,830	19.17
Total	286,001	100

PHILADELPHIA, READING AND NEW ENGLAND. (No. 1.)

(Date of charter, August 1, 1872.)

For history of organization, etc., see Report of 1893.

On August 19, 1893, the Guarantee Trust and Safe Deposit Company, the trustee under the three several mortgages executed by the Philadelphia, Reading and New England Railroad Company, began an action to foreclose these mortgages in the Supreme Court of the State of New York for Dutchess county, and on that day James K. O. Sherwood was appointed receiver on the consent of both plaintiff and defendant. The receiver took possession of the property on August 21, but his accounts and those of the company have been so kept that the dividing line is August 19, 1893. This report is of the operations of the road from June 30, 1893, to August 19, 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares	Total par value.
Authorized by law or charter, issued for reorganization, and now outstanding	46,000	$4,600,000	20,000	$2,000,000

Grand total of common and preferred stock now outstanding	$6,600,000
Number of stockholders	92

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortgage.....	Aug., 1892	50	4&5	May & Nov. / Feb. & Apr.	$7,250,000	$6,250,000	$6,250,000
Income, first pref...	Aug., 1892	60	....	.....	1,750,000	1,750,000	1,750,000
Income, second pref.	Aug., 1892	60	....	.....	2,100,000	2,100,000	2,100,000
Total	.....	....	....	.....	$11,100,000	$10,100,000	$10,100,000

Cost of Road and Equipment.

ROAD.	Additions or betterments up to August 19, 1893.	Total cost of road and equipment up to August 19, 1893.
Total cost of road as reported up to June 30, 1893.....	.....	$15,857,735 04
Transferred to equipment.....	*$50,922 09	.....
Total cost of road	*$50,922 09	$15,806,812 95
EQUIPMENT.		
Locomotives	$50,922 09	$235,246 14
Passenger cars.....		51,966 23
Mail, baggage and express cars.....		9,076 48
Freight and other cars.....		79,132 36
Total cost of equipment	$50,922 09	$375,421 97
Grand total cost of road and equipment	$50,922 09	$16,182,294 92

Income Account from June 30, 1893, to August 19, 1893.

Gross earnings from operation.....		$ 35,165 40
Less operating expenses (excluding all taxes).....		191,606 38
Net deficit from operation		$56,440 98
Income from other sources		1,492 71
Gross deficit from all sources.....		$54,948 27
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	$33,602 15	
Rentals	11,776 88	
Taxes on property used in operation of road, on earnings and capital stock and all other taxes.....	1,937 01	
Interest on interest bearing liabilities.....	2,230 61	
Miscellaneous	690 00	
		50,236 65
Deficit August 19, 1894.....		$105,184 92

General Income Account.

Deficit August 19, 1894.....	$105,184 92
Deficit up to June 30, 1893	331,380 18
Total deficit August 19, 1894.....	$436,565 10

DETAILED STATEMENT OF RENTALS.

Hartford and Connecticut Western railroad.....	$8,357 53
Dutchess County railroad.....	3,419 35
Total amount of rentals deducted from income	$11,776 88

* Credit.

Analysis of Gross Earnings and Operating Expenses, June 30, 1893, to August 19, 1893.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local	.....	$85,708 99	$85,708 99
Passengers, through and local	$46,172 80	.....	46,172 80
Mail	1,904 90	.....	1,904 90
Express	1,500 00	.....	1,500 00
Miscellaneous	578 71	.....	578 71
Total gross earnings	$49,456 41	$85,708 99	$135,165 40

OPERATING EXPENSES.

Maintenance of way and structures:			
Renewals of ties	.....	.....	$9,274 70
Repairs of roadbed	.....	.....	19,0.6 58
Repairs of bridges (including culverts and cattle guards)	.....	.....	5,590 94
Repairs of stations, shops, docks, etc	.....	.....	809 21
Other expenses for maintenance of way and structures	.....	.....	3,165 61
Total	.....	.....	$37,786 99
Maintenance of equipment:			
Repairs of locomotives	.....	.....	$24,477 53
Repairs of cars	.....	.....	15,215 22
Repairs of machinery and tools	.....	.....	240 00
Other expenses for maintenance of equipment	.....	.....	477 58
Total	.....	.....	$40,430 33
Conducting transportation:			
Wages of conductors and men	.....	.....	$25,965 75
Wages of engineers and firemen	.....	.....	11,368 33
Fuel for locomotives	.....	.....	30,529 27
Locomotive supplies	.....	.....	1,771 88
Other train supplies or expenses	.....	.....	3,275 59
Wages of station agents, clerks and laborers	.....	.....	7,407 96
Station supplies	.....	.....	200 21
Wages of watchmen, flagmen and switchmen	.....	.....	1,323 41
Other expenses for conducting transportation	.....	.....	15,025 33
Total	.....	.....	$96,887 73
General expenses:			
Salaries of general officers and clerks	.....	.....	$916 66
Stationery and printing	.....	.....	187 90
Telegraph maintenance and operation	.....	.....	1,853 69
Mileage of cars of other companies (debit balance)	.....	.....	13,150 44
Other general expenses	.....	.....	393 64
Total	.....	.....	$16,501 33
Grand total operating expenses	.....	.....	$191,606 33

General Balance Sheet, August 19, 1893.

ASSETS.

Cost of road	$15,806,803 95
Cost of equipment	375,421 97
Other permanent investments, as follows, viz.:	
Stock owned	900,063 00

Current assets, as follows, viz.:

Cash on hand	$37,187 99	
Bills receivable	23,607 99	
Due by agents	102,152 91	
Open accounts	344,048 54	
Materials and supplies	77,185 30	
		$573,222 64
Profit and loss (deficiency)		436,565 10
		$18,092,075 66

LIABILITIES.

Capital stock	$6,600,000 00
Funded debt	10,100,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	$33,602 15	
Coupons unpaid	148,896 22	
Audited vouchers and pay rolls	560,464 56	
Open accounts	274,578 33	
Loans and bills payable	374,537 50	
		1,392,075 66
		$18,092,075 66

Traffic and Mileage Statistics.

ITEM.	Through and local.
Number of passengers carried	78,713
Number of passengers carried one mile	1,805,061
Number of tons of freight carried	147,513
Number of tons of freight carried one mile	9,2.0,965

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$49,456 41	$68,978 30	$19,521 89
Average per passenger carried	63	87	24
Average per passenger per mile	027	038	01
Freight earnings and expenses (including miscellaneous earnings)	85,708 99	122,628 08	36,919 09
Average per ton of freight carried	58	83	25
Average per ton of freight per mile	009	013	004

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.55
Average rate received per mile per ton for carrying freight, all classes	.929

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Anthracite coal	9 ,283	61.86
Merchandise	56,230	38.12
Total	147,513	100

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN W. BROCK	President	Philadelphia, Pa.
CHARLES HARTSHORNE	Vice-President	Philadelphia, Pa.
W. R. TAYLOR	Secretary and Treasurer	Philadelphia, Pa.

Directors of the Company.

Name.	*Residence.*
C. TOWER, Jr.	Philadelphia, Pa.
W. R. TAYLOR	Philadelphia, Pa.
W. W. GIBBS	Philadelphia, Pa.
JOHN H. TAYLOR	Philadelphia, Pa.
ARTHUR BROCK	Philadelphia, Pa.
JOS. F. SINNOTT	Philadelphia, Pa.
JOHN W. BROCK	Philadelphia, Pa.
CHARLES HARTSHORNE	Philadelphia, Pa.
C. A. MORGAN	Philadelphia, Pa.
JAMES ARMSTRONG	New York city.
M. A. VIELE	New York city.
W. W. JENKS	New York city.
PIERSON BROWN	New York city.

PHILADELPHIA, READING AND NEW ENGLAND. (No. 2)

JAMES K. O. SHERWOOD, Receiver.

Receiver's report from August 19, 1893, to June 30, 1894.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost up to August 19, 1893	.....	$15,506,802 95
Terminal facilities	$750 00	750 00
Total cost of road	$750 00	$15,507,552 95
EQUIPMENT.		
Locomotives and freight cars	$51,671 92	$51,671 92
Total cost up to August 19, 1893	.....	875,421 97
Total cost of equipment	$51,671 92	$927,093 89
Grand total cost of road and equipment	$52,421 92	$16,234,646 84

Income Account from August 19, 1893, to June 30, 1894.

Gross earnings from operation		$644,410 60
Less operating expenses (excluding all taxes)		576,774 76
Gross income from all sources		$67,635 84
Deductions from income, as follows, viz.:		
Rentals	$71,134 27	
Taxes	29,083 87	
Interest on loans	20,783 55	
		121,001 69
Deficit June 30, 1894		$53,365 85

DETAILED STATEMENT OF RENTALS.

Hartford and Connecticut Western railroad	$52,956 85
Dutchess County railroad	18,177 42
Total amount of rentals deducted from income	$71,134 27

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$294,240 49			
Freight, local	147,424 74	.....	$441,665 23	$441,665 23
Passengers, through	$76,594 99			
Passengers, local	84,137 91	$160,732 81	.....	160,732 81
Mail		8,290 15	.....	8,290 15
Express		28,746 75	.....	28,746 75
Miscellaneous		1,990 26	2,985 40	4,975 66
Total gross earnings		$199,759 97	$444,650 63	$644,410 60

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track and roadbed	$23,714 80	$35,572 58	$59,287 38
Repairs of bridges (including culverts and cattle guards)	6,470 77	9,706 16	16,176 93
Repairs of stations, shops, docks, etc	4,045 00	6,067 52	10,112 52
Repairs of fences	1,426 43	2,139 66	3,566 09
Other expenses for maintenance of way and structures	7,144 52	10,716 79	17,861 31
Total	$42,801 52	$64,202 71	$107,004 23
Maintenance of equipment:			
Repairs of locomotives	$16,162 75	$24,244 14	$40,406 89
Repairs of cars	9,442 24	19,831 70	29,273 94
Repairs of machinery and tools	650 14	975 21	1,625 35
Total	$26,255 13	$45,051 05	$71,306 18
Conducting transportation:			
Wages of conductors and men	$19,585 71	$46,469 20	$59,054 91
Wages of engineers and firemen	21,314 63	31,971 95	53,286 58
Fuel for locomotives	37,717 61	56,576 42	94,294 03
Oil and waste	1,592 85	2,389 28	3,982 13
Water supply	1,870 10	2,805 15	4,675 25
Other train supplies or expenses	489 38	884 94	1,394 32
Wages of station agents, clerks and laborers	19,741 78	29,612 66	49,354 44
Station supplies	1,103 49	1,655 24	2,758 73
Wages of watchmen, flagmen and switchmen	3,985 02	5,977 54	9,962 56
Other expenses for conducting transportation	5,525 74	8,288 62	13,814 36
Total	$105,876 31	$186,630 98	$292,507 29
General expenses:			
Salaries of general officers and clerks	$11,359 00	$17,038 50	$28,397 50
Stationery and printing	2,983 76	4,475 64	7,459 40
Outside agencies and advertising	625 59	938 40	1,563 99
Legal expenses	5,483 19	8,224 80	13,707 99
Loss and damage of freight and baggage	70 47	105 70	176 17
Damage to cattle and property	82 00	123 00	205 00
Injuries to persons	83 37	125 06	208 43
Telegraph maintenance and operation	4,649 52	6,974 27	11,623 79
Mileage of cars of other companies (debit balance)	5,710 95	31,556 99	37,267 94
Other general expenses	2,138 74	3,208 11	5,346 85
Total	$33,186 59	$72,770 47	$105,957 06
Grand total operating expenses	$208,119 55	$368,655 21	$576,774 76

Receiver's General Balance Sheet, June 30, 1894.

ASSETS.

Permanent investments, as follows, viz.:

Construction		$750 00
Equipment		51,671 92
Machinery, tools, etc		34,390 74
Betterments		3,388 50
Current assets, as follows, viz.:		
Cash on hand	$27,998 02	
Due by agents	31,634 69	
Open accounts	170,588 76	
Materials and supplies	51,223 37	
		281,444 84
Bills prior to receivership		390,748 07
Balance account prior to receivership		67,937 17
Profit and loss (deficiency)		53,355 85
		$883,632 09

LIABILITIES.

Current liabilities, as follows, viz.:

Audited vouchers and pay rolls	$59,958 15
Open accounts	433,001 44
Loans and bills payable	355,662 50
	$883,622 09

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	49,537	299,024	348,561
Number of passengers carried one mile	3,780,597	3,992,054	7,772,651
Number of tons of freight carried	402,375	239,459	641,834
Number of tons of freight carried one mile	38,289,922	12,763,200	51,053,122
Passenger train mileage	.....	.....	284,970
Freight train mileage	.....	.....	426,477
All other train mileage	.....	.....	105,768
Total train mileage	.....	.....	817,215

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$199,759 97	$208,119 55	$8,359 58
Average per passenger carried	57	60	03
Average per passenger per mile	025	026	001
Average per passenger train per mile	70	73	03
Freight earnings and expenses (including miscellaneous earnings)	444,650 63	368,655 21	Profit. 75,995 42
Average per ton of freight carried	69	57	12
Average per ton of freight per mile	008	007	001
Average per freight train per mile	1 04	86	18

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	2.026	2.106	2.068
Average rate received per mile per ton for carrying freight, all classes	.768	1.155	.865

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line authorized from Campbell Hall, N. Y., to Hartford, Conn., single track	57.60	56.15	123.40	113.75	181
Second track on main line	4.60	.....	.....	4.60	4.60
Sidings and turnouts on main line	15.30	8.20	26.50	23.50	41.80
Grand total of tracks, sidings and turnouts	77.50	64.35	149.90	141.85	227.40
Laid with steel rail, main line	62.20	51.30	118.55	113.50	176.15
Laid with iron rail, main line	.....	4.85	4.85	4.85	4.85

Average life of rails—steel, 20 years, iron, 14 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 85 lbs.; minimum, 70 lbs.; iron, 60 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel, cinders and stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD	From	To	Length in N. Y. State, miles.	Entire length, miles.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Hartford and Conn. Western.	Hartford, Conn.	Rhinecliff, N. Y.	67.25	109.75	Leased	106.15	3.60
Dutchess County	Poughkeepsie	Hopewell	12.40	12.40	Leased	12.40	.....
Newburgh, Dutchess and Connecticut	State Line	Millerton	1.25	1.25	.....	.....	1.25

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	33	8,782	85	9,908.0
Wooden bridges	100	2,675	126	2,940.01
Wooden trestles	32	12,515	60	15,398.03
Total	165	23,922	271	28,246.14

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each, in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	17	....	17	241,480	17	.....
Locomotives, 6 drivers	5	1	6	236,100	6	.....
Locomotives, 4 drivers	.....	16	16	215,280	16	.....
Total	22	17	39	.....	39	.....
First class passenger cars	4	7	11	.....	11	11
Second class passenger cars	.....	7	7	.....	7	7
Baggage, mail and express cars	4	5	9	.....	9	9
Total	8	19	27	.....	27	27
Box freight cars	23	135	158	.....	.....	.....
Stock freight cars	.....	4	4	.....	.....	.....
Coal freight cars	100	283	383	.....	.....	100
Flat freight cars	9	27	36	.....	.....	.....
Caboose, 4-wheel cars	9	....	19	.....	.....	.....
Caboose, 8 wheel cars	.....	13	3	.....	.....	.....
Service cars	4	4	8	.....	.....	.....
Total	145	466	611	.....	.....	100

Westinghouse brake and Miller coupler used on passenger cars; hand brake and Gould coupler on freight cars

Sp it switch used exclusively.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade	1	5
Railroads crossing road over or under grade	5	5
Highway crossings at grade without protection	93	160
Highway crossings at grade protected by gates or flagmen	4	8
Highway crossings over or under grade	18	40
Overhead obstructions less than twenty feet above track	4	9

Passenger cars are heated by steam, lighted by oil and ventilated by hood ventilators.

United States Express Company runs over line. We receive 40 per cent. of gross receipts.

This company has arrangements with fast freight lines and railroads for through billing on percentage basis. Cars are jointly exchanged; no preference given.

Compensation for carrying mails is based on service and weight fixed by government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	18,769	2.86
Grain	45,097	7.05
Meats and provisions	4,045	.65
Live stock	1,190	.19
Lumber	32,478	5.07
Pig and bar iron and steel	26,083	4.03
Iron or other ores	7,162	1.13
Coal and coke	310,378	48.05
Petroleum and other oils	1,980	.31
All other manufactures	60,700	9.49
All other merchandise	39,619	6.34
All other agricultural products	45,495	7.15
All other articles not included above	49,268	7.68
Total	641,864	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	5	2	7

EMPLOYES.

Average number of persons employed (including officials) during year	541
Aggregate amount of salaries and wages paid them	$339,117 16

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. K. O. SHERWOOD	Receiver	192 Broadway, N. Y. city.
JAMES ARMSTRONG	General Counsel	192 Broadway, N. Y. city.
C. M. LAWLER	General Manager	Hartford, Conn.
H. W. WATSON	Auditor	Hartford, Conn.
W. J. MARTIN	Gen. Freight and Passenger Agt.	Hartford, Conn.
C. T. ROYER	Assistant Superintendent	Poughkeepsie, N. Y.
C. H. EWING	Engineer	Hartford, Conn.

Title of company, Philadelphia, Reading and New England Railroad Company.
Receiver's offices at 192 Broadway, New York city.
Date of close of fiscal year, November 30.
Date of stockholders' annual meeting, February 1.
For information concerning this report, address H. W. Watson, Auditor, Hartford, Conn

PORT JERVIS, MONTICELLO AND NEW YORK.

BENJAMIN RYALL, RECEIVER.

(Date of charter, November 27, 1886.)

For history of organization, etc., see Report of 1899.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Issued for actual cash	609	$60,900	$60,900
Issued on account of construction	3,482	348,200	.....
Total now outstanding	4,091	$409,100	$60,900

Number of stockholders 26

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
First mortgage 6 per cent. gold bonds..	Dec. 1, 1887	40	p.c. 6	June & Dec.	$1,500,000	$364,000	$364,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$8,218 31
Rails	7,468 94
Land	7,246 59
Land damages	20,521 79
Fences	2,336 44
Passenger and freight stations, engine and car houses	8,272 00
Shops, machinery and tools	471 84
Engineering expenses	4,525 79
Interest and discount charged to construction	1,758 88
Road built by contract	560,000 00
Purchase of constructed road	172,943 35
Total cost of road	$803,763 81
EQUIPMENT.	
Mail, baggage and express cars	$310 56
Freight and other cars	7,933 31
Total cost of equipment	$8,243 87
Grand total cost of road and equipment	$8 2,007 68

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$52,502 81
Less operating expenses (excluding all taxes)		43,268 35
Gross income from all sources		$9,234 46
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$21,840 00	
Taxes on property used in operation of road	4,154 58	
Taxes on earnings and capital stock other than above	1,540 53	
		27,535 11
Deficit for year ending June 30, 1894		$18,300 65

General Income Account.

Deficit for year ending June 30, 1894	$18,300 65
Deficit up to June 30, 1893	98,432 81
Total deficit June 30, 1894	$116,733 46

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local	.....	$26,315 84	$26,315 84
Passengers, local	$20,224 39	.....	20,224 39
Mail	2,087 44	.....	2,087 44
Express	3,865 99	.....	3,865 99
Miscellaneous	9 15	.....	9 15
Total gross earnings	$26,186 97	$26,315 84	$52,502 81

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track and roadbed	$6,357 89	$6,357 88	$12,715 77
Steel rails laid, 4) tons; cost, $24	845 27	845 27	1,690 54
Repairs of bridges (including culverts and cattle guards)	180 59	180 60	361 19
Repairs of stations, shops, docks, etc	65 52	65 53	131 05
Other expenses for maintenance of way and structures	237 86	237 85	475 71
Total	$7,687 13	$7,687 13	$15,374 26
Maintenance of equipment:			
Repairs of locomotives	$1,406 50	$1,406 50	$2,813 00
Repairs of cars	396 91	396 91	793 82
Repairs of machinery and tools	26 85	26 85	53 70
Total	$1,830 26	$1,830 26	$3,660 52
Conducting transportation:			
Wages of conductors and men	$2,150 14	$2,150 14	$4,300 28
Wages of engineers and firemen	2,203 59	2,203 60	4,407 19
Fuel for locomotives	3,709 79	3,709 79	7,419 58
Oil and waste	195 67	195 66	391 33
Other train supplies or expenses	136 65	136 65	273 30
Wages of station agents and clerks and for labor at stations	1,506 28	1,506 29	3,012 57
Station supplies	24 54	24 54	49 08
Wages of watchmen, flagmen and switchmen	445 66	445 66	891 32
Other expenses for conducting transportation	266 38	266 38	532 76
Total	$10,638 70	$10,638 71	$21,277 41
General expenses:			
Salaries of general officers and clerks	$420 83	$420 83	$841 66
Stationery and printing	156 71	156 71	313 42
Legal expenses	145 53	145 53	291 06
Loss and damage of freight and baggage, damage to cattle and property	318 22	318 21	636 43
Mileage of cars of other companies (debit balance)	405 73	405 74	811 47
Other general expenses	31 06	31 06	62 12
Total	$1,478 08	$1,478 08	$2,956 16
Grand total operating expenses	$21,634 18	$21,634 18	$43,268 35

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$803,763 81
Cost of equipment		8,943 87
Current assets, as follows, viz.:		
Cash on hand	$3,182 67	
Due by agents	4,847 43	
Open accounts	839 77	
		8,869 87
Profit and loss (deficiency)		116,733 46
		$937,611 61

LIABILITIES.

Capital stock		$409,100 00
Funded debt		364,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$89,910 00	
Audited vouchers and pay rolls	7,807 01	
Open accounts	3,028 86	
Loans and bills payable	63,765 14	
		164,511 01
		$937,611 01

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	53,416
Number of passengers carried one mile	1,131,675
Number of tons of freight carried	34,970
Number of tons of freight carried one mile	607,756
Passenger train mileage	39,140
Freight train mileage, mixed	29,876
All other train mileage	840
Total train mileage	69,856

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$36,186 97	$31,634 18	$4,552 79
Average per passenger carried	4902	405	085
Average per passenger per mile	07814	01911	004
Average per passenger train per mile	66905	5527	116
Freight earnings and expenses (including miscellaneous earnings)	26,315 81	21,634 18	4,681 66
Average per ton of freight carried	76722	6312	13664
Average per ton of freight per mile	0433	0355	0078
Average per freight train per mile	89598	73645	15953

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.31
Average rate received per mile per ton for carrying freight, all classes	4.33

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Port Jervis to Monticello, single track	23.75
Total of branches or other roads authorized, Huguenot Junction to Summitville, single track	17.30
Total single track	41.05
Sidings and turnouts on main line	1.50
Grand total of tracks, sidings and turnouts	42.55
Laid with steel rail, main line	25.5
Laid with iron rail, main line	16.5

Weight of rails per yard – steel, maximum, 56 lbs; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with soil.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	4	321
Wooden bridges	10	404
Wooden trestles	1	1,200
Total	15	1,925

EQUIPMENT.	Number owned.	Number leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	....	1	1	1	.....
Locomotives, 4 drivers	2	....	2	1	.....
Total	2	1	3	2	.....
First class passenger cars	....	2	2	.....	2
Second class passenger cars	1	....	1	.....	1
Baggage, mail and express cars	2	....	2	.....	2
Total	3	2	5	.....	5
Box freight cars	5	....	5	.....	.....
Flat freight cars	10	....	10	.....	.....
Caboose, 4-wheel cars	1	....	1	.....	.....
Service cars	9	....	9	.....	.....
Total	25	....	25	.....	.....

Miller automatic coupler used on passenger cars, link and pin coupler on other cars.
Safety split switch used principally.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	24.75
Total assessed value of real estate and personal property of company	$85,500
Highway crossings at grade without protection	Protected by sign boards.
Highway crossings at grade protected by gates or flagmen	
Overhead obstructions less than twenty feet above track	1

Passenger cars are heated by steam; lighted by oil lamps, and ventilated by roof ventilators.
Wells, Fargo & Co.'s Express runs over line and pays company a stated amount monthly.
Pullman cars are run about three months during summer; pays mileage only; owned by Pullman Palace Car Company.
Mileage for Pullman car is paid to New York, Lake Erie and Western railroad.
Contract with United States government for transportation of mails, as follows: Monticello division, $54.72 per mile per annum for 24.63 miles; Summitville division, $42.75 per mile per annum for 17.42 miles.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	271	.79
Grain	2,605	7.60
Meats and provisions	1,878	5.47
Live stock	52	.15
Lumber and cord wood	2,654	7.75
Sand and stone	3,142	9.16
Coal and coke	12,870	37.55
Petroleum and other oils	84	.25
All other manufactures	3,990	11.63
All other merchandise	2,292	6.69
All other agricultural products	1,515	4.42
All other articles not included above	2,917	8.51
Total	34,270	100

EMPLOYES.

Average number of persons employed (including officials) during year 50
Aggregate amount of salaries and wages paid them $21,354 38

Officers of the Company.

Name.	*Title.*	*Official Address.*
BENJAMIN RYALL	President and Receiver	Port Jervis, N. Y.
WADE BUCKLEY	Vice-President	Port Jervis, N. Y.
W. H. NEARPASS	Secretary	Port Jervis, N. Y.
GEORGE M. WELLS	Auditor	Port Jervis, N. Y.

Directors of the Company.

Name.	*Residence.*
PETER E. FARNUM	Port Jervis, N. Y.
O. P. HOWELL	Port Jervis, N. Y.
WADE BUCKLEY	Port Jervis, N. Y.
W. H. NEARPASS	Port Jervis, N. Y.
SOL VAN ETTEN	Port Jervis, N. Y.
C. E. CUDDEBACK	Port Jervis, N. Y.
C. V. R. LUDDINGTON	Monticello, N. Y.
C. G. BENNET	Wurtsboro, N. Y.
WILLIAM NORRIS	Godeffroy, N. Y.
FRANCIS MARVIN	Port Jervis, N. Y.
A. J. HARDENBURGH	Brooklyn, N. Y.
W. B. ROYCE	M'ddl-town, N. Y.
S. ST. JOHN	Port Jervis, N. Y.

Title of company, Port Jervis, Monticello and New York Railroad Company.
General offices at Port Jervis, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in September.
For information concerning this report, address Benjamin Ryall, Receiver.

POUGHKEEPSIE AND EASTERN.

(Date of charter, April 13, 1893.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and for purchase of property and now outstanding	5,000	$500,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Bridges and trestles	$5,516 23	$5,568 83
Superstructure (including ties)	1[illegible],0.0 34	16,997 66
Rails	25,194 92	33,625 19
Fences	6,401 23	6,572 33
Passenger and freight stations, engine and car houses	2,316 57	2,373 16
Shops, machinery and tools	1,689 67	1,741 73
Engineering expenses	128 38	128 38
Purchase of constructed road	.....	50,000 00
Terminal facilities	272 21	272 21
Other items	150 83	150 82
Total cost of road	$55,68 37	$117,425 31
EQUIPMENT.		
Locomotives	$2,262 84	$14,716 53
Passenger, mail, baggage, express, freight and other cars	2,824 11	9,952 24
Other expenses	228 66	228 66
Total cost of equipment	$5,315 11	$24,897 43
Grand total cost of road and equipment	$60,995 48	$142,322 74

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$46,667 09
Less operating expenses (excluding all taxes)		40,965 39
Net earnings from operation		$5,701 70
Income from other sources, as follows, viz.:		
Rent of buildings	$184 25	
Sale of old iron	202 95	
Miscellaneous	837 25	
		1,224 45
Gross income from all sources		$6,926 15
Deductions from income, as follows, viz.:		
Rentals	$4,895 76	
Taxes on property used in operation of road	2,613 09	
Taxes on earnings and capital stock	233 26	
Taxes other than above	130 04	
		7,872 15
Deficit for year ending June 30, 1894		$946 00

General Income Account.

Deficit for year ending June 30, 1894	$946 00
*Surplus up to June 30, 1893	1,544 01
Total surplus June 30, 1894	$598 01

DETAILED STATEMENT OF RENTALS.

M., D. and C. Railroad Company	$4,895 76

* The 1893 report as rendered showed a deficit on June 30 of $10,583.32, which was incorrect in fact. Up till the time the report was made (near the close of August) the accounts of the company had not been kept in accordance with the classification of operating expenses called for by the annual report, and the report was made from the data at hand as well as possible. A new set of accounts from the beginning was afterward opened according to the "classification." When the accounts were closed as of June 30 a surplus of $1,544.01 was shown, instead of said deficit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local	.....	$24,533 81	$24,533 81
Passengers, local	$19,886 32	.....	19,886 32
Mail	1,600 80	.....	1,600 80
Express	646 16	.....	646 16
Total gross earnings	$22,133 28	$24,533 81	$46,667 09

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$2,607 82	$1,303 91	$3,911 73
Repairs of bridges (including culverts and cattle guards)	39 26	19 63	58 89
Repairs of stations, shops, docks, etc.	539 96	269 98	809 94
Repairs of fences	17 55	8 77	26 32
Other expenses for maintenance of way and structures	27 21	13 61	40 82
Total	$3,231 60	$1,615 90	$4,847 70
Maintenance of equipment:			
Repairs of locomotives	$436 47	$218 24	$654 71
Repairs of cars	692 90	346 45	1,039 35
Repairs of machinery and tools	368 31	184 16	552 47
Other expenses for maintenance of equipment	132 44	66 22	198 66
Total	$1,630 12	$815 07	$2,445 19
Conducting transportation:			
Wages of conductors and men	$1,865 20	$932 60	$2,797 80
Wages of engineers and firemen	2,218 32	1,109 16	3,327 48
Fuel for locomotives	5,391 66	2,695 83	8,087 49
Oil and waste	229 55	114 78	344 33
Water supply	756 95	378 47	1,135 42
Other train supplies or expenses	126 83	63 41	190 24
Wages of station agents and clerks	3,536 63	1,768 32	5,304 95
Station supplies	340 08	170 04	510 12
Wages of watchmen, flagmen and switchmen	1,310 51	655 25	1,965 76
Other expenses for conducting transportation	87 52	43 77	131 29
Total	$15,863 25	$7,931 63	$23,794 88
General expenses:			
Salaries of general officers and clerks	$5,133 33	$2,566 67	$7,700 00
General office expenses and supplies	358 05	179 02	537 07
Stationery and printing	362 51	181 26	543 77
Mileage of cars of other companies (debit balance)	350 12	175 06	525 18
Other general expenses	381 07	190 53	571 60
Total	$6,585 08	$3,292 54	$9,877 62
Grand total operating expenses	$27,310 25	$13,655 14	$40,965 39

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$117,425 31
Cost of equipment		24,597 43
Current assets, as follows, viz.:		
Cash on hand	$2,654 32	
Due by agents	3,610 60	
Materials and supplies	6,987 99	
Stockholders	357,377 43	
		370,630 34
		$512,953 08

LIABILITIES.

Capital stock	$500,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	7,545 23
Open accounts	4,809 79
Profit and loss (surplus)	598 01
	$512,953 03

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	67,973
Number of passengers carried one mile	881,743
Number of tons of freight carried	27,824
Number of tons of freight carried one mile	708,742
Passenger train mileage	44,749
Freight train mileage	23,235
All other train mileage	6,960
Total train mileage	74,944

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$22,133 28	$27,310 25	$5,176 97
Average per passenger carried	325	401	076
Average per passenger per mile	025	03	005
Average per passenger train per mile	494	61	116
Freight earnings and expenses (including miscellaneous earnings)	24,533 81	13,655 14	Profit. $10,878 67
Average per ton of freight carried	881	49	391
Average per ton of freight per mile	034	017	017
Average per freight train per mile	1 056	587	469

ITEM. Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes	2.5
Average rate received per mile per ton for carrying freight, all classes	3.4

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Poughkeepsie to Boston Corners, single track	34.99
Sidings and turnouts on main line	2.35
Total of tracks, sidings and turnouts	37.34
Laid with steel rail, main line	22.99
Laid with iron rail, main line	12.00

Weight of rails per yard — steel, maximum, 67 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	1	30
Wooden bridges	6	330
Wooden trestles	3	2,000
Total	10	2,360

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	1	.....	.....
Locomotives, 4 drivers	4	4	.....
Total	5	4	.....
First class passenger cars	6	5	5
Baggage, mail and express cars	3	3	3
Total	9	8	8
Box freight cars	22	.....	.....
Stock freight cars	2	.....	.....
Coal freight cars	28	.....	.....
Flat freight cars	4	.....	.....
Caboose, 8 wheel cars	1	.....	.....
Service cars	2	.....	.....
Total	59	.....	.....

Westinghouse brake and Miller and Janney couplers in use on passenger cars, and hand brake and pin and link couplers on other cars

Split and stub switches about evenly divided.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, Western Union, miles	32
Railroads crossing over or under grade	4
Highway crossings at grade without protection	17
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	3
Overhead obstructions less than twenty feet above track	6

Passenger cars heated by stoves and lighted by oil.

American Express Company pays one and one-half times first class.

The United States government for transportation of mails pays $44.46 per mile per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	481	1.92
Grain	1,045	4.16
Meats and provisions	347	1.38
Live stock	405	1.63
Lumber	876	3.49
Pig and bar iron and steel	134	.54
Iron or other ores	156	.63
Coal and coke	12,580	50.09
Petroleum and other oils	137	.55
All other manufactures	454	1.81
All other merchandise	881	3.51
All other agricultural products	4,259	16.92
All other articles not included above	3,361	13.38
Total	25,116	100

NUMBER OF ACCIDENTS.	Injured.
Employes	2

EMPLOYES.

Average number of persons employed (including officials) during year	59
Aggregate amount of salaries and wages paid them	$32,557 55

Officers of the Company.

Name.	*Title.*	*Official Address.*
RUSSELL SAGE	President	71 Broadway, New York city.
WM. H. SHELDON	Vice-President and Gen'l Supt.	Poughkeepsie, N. Y.
JOSEPH J. SLOCUM	Treasurer	71 Broadway, New York city.
EDWARD C. OSBORNE	Secretary	71 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
RUSSELL SAGE	71 Broadway, New York city.
JOHN B. DUTCHER	Pawling, Dutchess county, N. Y.
LEWIS H. VAIL	Poughkeepsie, N. Y.
WM. H. SHELDON	Poughkeepsie, N. Y.
GEORGE H. SHERMAN	Poughkeepsie, N. Y.
ROBT. F. WILKINSON	Poughkeepsie, N. Y.
JOSEPH J. SLOCUM	71 Broadway, New York city.
CHARLES W. OSBORNE	852 President street, Brooklyn, N. Y.
EDWARD C. OSBORNE	71 Broadway, New York city.

Title of company, The Poughkeepsie and Eastern Railway Company.
General offices at Poughkeepsie, N. Y.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, second Thursday in October.
For information concerning this report, address W. H. Sheldon, Vice-President and General Superintendent.

PROSPECT PARK AND CONEY ISLAND.

(Date of charter, October 9, 1874.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Income bonds, total par value.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Reduced to	2,500	250,000	.....
Issued on account of construction	2,500	$250,000	.....
*Income bonds not secured by mortgage	.....	.....	$250,000
Total now outstanding	2,500	$250,000	$250,000

Grand total of common stock and income bonds now outstanding	$500,000
Number of stockholders	26

*Interest payable only out of the net earnings of each year after the payment of interest on prior bonded indebtedness, which interest is not cumulative; issued May 1, 1880, for forty years; nterest, 6 per cent., payable May and November.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p. c.				
First mortgage bds.	Oct. 1, 1874	20	7	Jan. & July	$500,000	$500,000	$500,000
Second issue bonds.	Feb. 1, 1886	40	6	Feb. & Aug.	500,000	420,000	420,000
Third issue bonds...	Mar. 1, 1891	40	6	Mar. & Sept.	200,000	200,000	200,000
Mortgages on real estate.....	Various.....	....	5	Various.....	.....	14,883	14,883
Total						$1,134,883	$1,134,883
Deduct amount of bonds and mortgage of Atlantic Avenue Railroad Company of Brooklyn, proceeds of sale of horse car franchise and property in said city.....						420,000	420,000
Net funded debt outstanding						$714,883	$714,883

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast.....	$641 60	$363,627 75
Bridges and trestles.....	.....	19,815 82
Superstructure (including ties).....	462 82	114,910 12
Rails.....	.....	103,856 05
Land	.....	244,433 25
Land damages.....	.....	24,266 52
Fences.....	.....	2,900 92
Passenger and freight stations.....	538 50	229,970 72
Shops, machinery and tools.....	.....	10,084 00
Fuel and water stations	1,157 53	6,615 61
Engineering expenses.....	175 00	2,224 07
Wharfing.....	.....	1,576 65
Turn table	.....	3,098 41
Flagmen's houses and safety signals	.....	1,544 00
Total cost of road.....	$2,975 45	$1,028,423 39
EQUIPMENT.		
Locomotives.....	$3,189 81	$60,391 38
Passenger cars	4,133 34	69,910 65
Freight and other cars.....	.....	6,448 68
Total cost of equipment.....	$7,323 15	$136,650 71
Grand total cost of road and equipment	$10,298 60	$1,165,074 10

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Filling in Gravesend trestle	$641 60
New side tracks.....	462 82
Improvements to stations.....	538 50
New water stations, etc.....	1,157 53
Engineering expenses.....	175 00
Applying air brake apparatus on locomotives and passenger cars and remodeling cars.....	7,323 15
Total.....	$10,298 60

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$144,920 86
Less operating expenses (excluding all taxes)		153,208 59
Net loss from operation		$8,287 73
Income from other sources, as follows, viz.:		
Rentals		18,534 42
Gross income from all sources		$10,246 69
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$35,669 16	
Rentals	7,712 50	
Taxes on property used in operation of road	8,969 28	
Taxes on earnings and capital stock	1,199 99	
Interest and discount	10,971 47	
		59,542 40
Deficit for year ending June 30, 1894		$49,295 71

General Income Account.

Deficit for year ending June 30, 1894	$49,295 71
Deficit up to June 30, 1893	125,188 99
Total deficit June 30, 1894	$174,484 70

DETAILED STATEMENT OF RENTALS.

New York and Coney Island railroad	$5,462 50
Prospect Park and South Brooklyn railroad	2,250 00
Total amount of rentals deducted from income	$7,712 50

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local	.....	$4,310 67	$4,310 67
Passengers, local	$140,610 19	.....	140,610 19
Total gross earnings	$140,610 19	$4,310 67	$144,920 86

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track and roadbed	$9,902 35	$412 59	$10,314 94
Repairs of bridges (including culverts and cattle guards)	4,741 53	197 56	4,939 09
Repairs of stations, shops, docks, etc	4,437 46	184 89	4,622 35
Repairs of fences	168 37	7 02	175 39
Other expenses for maintenance of way and structures	531 92	22 16	554 08
Total	$19,781 63	$824 22	$20,605 85
Maintenance of equipment:			
Repairs of locomotives	$8,790 03	$366 25	$9,156 28
Repairs of cars	7,878 34	4 34	7,882 68
Repairs of machinery and tools	61 32	2 56	63 88
Other expenses for maintenance of equipment	761 98	11 30	773 28
Total	$17,491 67	$384 45	$17,876 12
Conducting transportation:			
Wages of conductors and men	$9,546 14	$1,000 89	$10,547 03
Wages of engineers and firemen	12,050 70	958 07	13,008 77
Fuel for locomotives	29,054 99	835 62	10,890 61
Oil and waste	438 52	18 27	456 79
Water supply	702 21	29 26	731 47
Other train supplies or expenses	1,023 45	42 64	1,066 09
Wages of station agents and clerks	4,489 66	187 07	4,676 73
Station supplies	4,139 22	172 05	4,301 27
Wages of watchmen, flagmen and switchmen	19,316 52	804 86	20,121 38
Total	$71,751 41	$4,448 73	$75,800 14

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$8,074 80	$430 20	$8,505 00
General office expenses and supplies	359 43	14 98	374 41
Stationery and printing	1,677 64	69 90	1,747 54
Outside agencies and advertising	5,444 82	226 87	5,671 69
Legal expenses	2,110 15	87 92	2,198 07
Loss and damage of freight and baggage	65 85	2 74	68 59
Damage to cattle and property	412 23	17 17	429 40
Injuries to persons	12,299 11	512 46	12,811 57
Telegraph maintenance and operation	1,305 13	54 38	1,359 51
Mileage of cars of other companies (debit balance)	1,778 61	74 11	1,852 74
Other general expenses	3,751 64	156 32	3,907 96
Total	$37,379 43	$1,647 05	$38,926 48
Grand total operating expenses	$146,204 14	$6,904 45	$153,208 59

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,028,423 39
Cost of equipment		136,650 71
Other permanent investments, as follows, viz.:		
Bonds of other companies		420,000 00
Current assets, as follows, viz.:		
Due by agents	$4,933 00	
Open accounts	23,674 46	
		28,607 46
Profit and loss (deficiency)		174,484 70
		$1,788,166 26

LIABILITIES.

Capital stock		$350,000 00
Income bonds		250,000 00
Funded debt		1,134,883 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$25,577 50	
Audited vouchers and pay rolls	10,483 40	
Open accounts	12,251 94	
Loans and bills payable	104,970 42	
		153,283 26
		$1,788,166 26

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,128,599
Number of passengers carried one mile	5,642,615
Number of tons of freight carried	4,227
Number of tons of freight carried one mile	21,192
Passenger train mileage	139,991
Freight train mileage	5,555
All other train mileage	206
Total train mileage	145,852

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses, including mail, express and miscellaneous earnings	$140,610 19	$146,304 14	$5,693 95
Average per passenger carried	1245	1296	0051
Average per passenger per mile	0249	0259	0010
Average per passenger train per mile	1 0044	1 0453	0409
Freight earnings and expenses, including miscellaneous earnings	4,310 67	6,904 45	2,593 78
Average per ton of freight carried	1 0198	1 6334	6136
Average per ton of freight per mile	2034	3258	1234
Average per freight train per mile	7622	1 2209	4587

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.34
Average rate received per mile per ton for carrying freight, all classes	20.34

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Ninth avenue and Twentieth street, Brooklyn, to Coney Island, single track	5.68	.....	5.68
Branches or other roads, single track	.32	3.65	3.97
Total single track	6	3.65	9.65
Second track on main line	4.41	.....	4.41
Second track on branches or other roads	.32	1.86	2.18
Total second track	4.73	1.86	6.59
Sidings and turnouts on main line	5.67	.....	5.67
Sidings and turnouts on branches or other roads	.36	.33	.69
Total sidings and turnouts	6.03	.33	6.36
Grand total of tracks, sidings and turnouts	16.76	5.84	22.60
Laid with steel rail, main line	13.59	.....	13.59
Laid with steel rail, branches or other roads	1	4.63	5.63
Laid with iron rail, main line	2.17	.....	2.17
Laid with iron rail, branches or other roads	.....	1.21	1.21

Average life of rails — steel, 15 years; iron, 9 years; average life of ties, 10 years; weight of rails per yard — steel, maximum, 60 lbs.; minimum, 50 lbs.; iron, maximum, 50 lbs.; minimum, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken slate.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
N.Y. & Coney Island R.R.	West Brighton & Coney Island	Coney Island Point	2.27	Leased	.48	2.27
"Culver Route" R. R.	Parkville	Bay Ridge	3.36	Trac'age right	3.36	3.36
Prospect Park and South Brooklyn R. R.	Kensington Junc.	City Line Junc.	1.16	Leased	1.16	1.16
P. P. and C. I. R. R.	Brooklyn, Bath & West End R. R.	Fifth ave., 36th & 39th streets	.32	Owned	.32	.32
Brooklyn, Bath and W. E. R. R.	City Line Junc.	Union depot	.22	Leased	.22	.22

BRIDGES.	ENTIRE LINE IN NEW YORK STATE. Number.	Aggregate length.
		Feet.
Iron bridges	2	123
Wooden trestles	1	2,032
Total	3	2,155

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	11	....	11	$4,300	42,000	16⅔	11	.....
First class passenger cars	42	14	56	$1,150	21,000	16⅔	56	44
Baggage, mail and express cars	1	....	1	450	20,000	16⅔	1	.....
Total	43	14	57	.....	.....	...	57	44
Box freight cars	1	....	1	$400	22,000	16⅔	.....	.....
Flat freight cars	19	....	19	275	18,000	16⅔	.....	.....
Caboose, 4-wheel cars	1	....	1	300	16,000	16⅔	.....	.....
Service cars	2	....	2	300	19,000	16⅔	.....	.....
Total	23	....	23	.....	.....	....	.....	.....

Passenger cars are equipped with Westinghouse air brake and Cowell coupler; freight cars with ordinary hand brakes and drawhead.

Brahn's automatic needle and Lorenz switches are used in all main track connections.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	10.90
Total assessed value of real estate and personal property of company	$218,685
Railroads crossing road over or under grade	2
Highway crossings at grade without protection	6
Highway crossings protected by gates or flagmen	18
Overhead obstructions less than twenty feet above track	2

Passenger cars are heated by Spear & Baker heater, lighted by kerosene oil and ventilated by sash ventilators.

The Long Island Parlor Car and Sleeping Coach Company runs cars to Brooklyn Jockey Club race track during spring and fall meetings The extra charge being twenty-five cents for passage each way the entire distance.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Grain	216	5.11
Live stock	33	.78
Lumber	719	17.01
Stone, etc.	410	9.70
Coal and coke	265	6.27
Petroleum and other oils	187	4.42
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	316	7.48
All other manufactures	91	2.15
All other merchandise	510	12.07
All other articles not included above	1,480	35.01
Total	4,227	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	.....	1	1
Employes	2	1	3
Total	2	2	4

Average number of persons employed (including officials) during year 139
Aggregate amount of salaries and wages paid them $72,999 56

Officers of the Company.

Name	*Title.*	*Official Address.*
AUSTIN CORBIN	President	192 Broadway, New York city.
GEORGE S. EDGELL	Treasurer	192 Broadway, New York city.
D. S. VOORHEES	Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
CHARLES M. PRATT	Brooklyn, N. Y.
GEORGE S. EDGELL	New York city.
GEORGE W. WINGATE	Brooklyn, N. Y.
E. R. REYNOLDS	New York city.
FRANK M. KELLEY	Greenwich, Conn.
CHARLES M. REYNOLDS	New York city.

Title of company, The Prospect Park and Coney Island Railroad Company.
General offices at Long Island City, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in September.
For information concerning this report, address J. Carlsen, Auditor.

PROSPECT PARK AND SOUTH BROOKLYN.

LESSOR.

LESSEE—PROSPECT PARK AND CONEY ISLAND.

(Date of charter, June 12, 1888.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	500	$50,000

Cost of Road.	Total cost of road up to June 30, 1894.
Superstructure (including ties and rails)	$31,950 82
Land and land damages	18,049 18
Total cost of road	$50,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rent from Prospect Park and Coney Island railroad under lease	$2,250 00
Payments from net income, as follows, viz.:	
Dividends declared, 4½ per cent. on $50,000 common stock	2,250 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$50,000 00

LIABILITIES.

Capital stock	$50,000 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Kensington Junction to city line, Brooklyn, single track	1.15

Officers of the Company.

Name.	*Title.*	*Official Address.*
ANDREW R. CULVER	President	166 Montague st., Brooklyn, N. Y.
ALLAN C. WASHINGTON	Treasurer and Secretary.	166 Montague st., Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
ANDREW R. CULVER	Brooklyn, N. Y.
ALLAN C. WASHINGTON	New York city.
THEODORE B. MOORE	New York city.
LYSANDER STACEY	Brooklyn, N Y.
HIRAM A. FARON	Brooklyn, N Y.
ARTHUR D. HAMPTON	Brooklyn, N. Y.
ALBERT B. BIERCK	Brooklyn, N. Y.

Title of company, Prospect Park and South Brooklyn Railroad Company.
General offices at 166 Montague street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in September.
For information concerning this report, address Andrew R. Culver, President.

RENSSELAER AND SARATOGA.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 14, 1832.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	100,000	$10,000,000	$10,000,000

Number of stockholders 597

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mtge. bonds..	May, 1871	50	7	May and Nov.	$3,000,000	$3,000,000	$3,000,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$3,399,982 15
Bridges	909,378 92
Superstructure (including ties)	2,588,714 38
Rails	325,937 65
Land	90,289 41
Land damages	1,070,488 75
Fences	4,177 43
Passenger and freight stations	423,526 93
Engine and car houses	475,254 48
Shops, machinery and tools	21,954 21
Fuel and water stations	16,323 56
Engineering expenses	223,334 35
Purchase of constructed road	20,432 34
Total cost of road	$9,569,744 65
EQUIPMENT.	
Locomotives	$427,750 00
Passenger cars	219,200 01
Mail, baggage and express cars	3,500 00
Freight and other cars	697,294 00
Total cost of equipment	$1,347,744 01
Grand total cost of road and equipment	$10,917,488 67

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Interest		$2,080 00
From Delaware and Hudson Canal Co. to maintain organization		1,000 00
From Albany and Vermont Railroad Co. as per agreement		800 00
Net income from all sources		$3,880 00
Payments from net income, as follows, viz.:		
Salaries	$1,500 00	
Sundry expenses	685 05	
		2,185 05
Surplus for year ending June 30, 1894		$1,694 95

General Income Account.

Surplus for year ending June 30, 1894	$1,694 95
Surplus up to June 30, 1893	59,705 14
Total surplus June 30, 1894	$61,400 09

General Expenses.

Salaries of general officers and clerks	$1,500 00
Other general expenses	685 05
Total	$2,185 05
Grand total operating expenses	$2,185 05

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$9,569,744 65
Cost of equipment	1,347,744 01
Other permanent investments, as follows, viz.:	
Glens Falls railroad	456,431 35
Salem and Rutland railroad	150,632 11
Troy Union railroad	125,000 00
Ownership in Champlain Transportation Company's boats purchased by R. & S. R. R. Co	350,447 87
Sundries	61,400 09
	$12,061,400 09

LIABILITIES.

Capital stock	$10,000,000 00
Funded debt	2,000,000 00
Profit and loss (surplus)	61,400 09
	$12,061,400 09

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State	Entire length.	Length in N. Y. State.	Entire length.
Main line from Albany to Lake Champlain, single track	79.14	79.14	.....	.....	79.14	79.14
Branches or other roads laid, single track	.....	.....	76.35	112.86	76.35	112.86
Total single track	79.14	79.14	76.35	112.86	155.49	192.00
*Grand total of tracks, sidings and turnouts	.....	.....	.....	.....	.....	.....

* For details as to side and double tracks the lessor has no correct means of information and would refer to lessee's report of this company.

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE H. CRAMER	President	Troy, N. Y.
JOSEPH M. WARREN	Vice-President	Troy, N. Y.
GEORGE B. WARREN	Second Vice-President	Troy, N. Y.
JOHN H. NEHER	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name	*Residence.*
GEORGE H CRAMER	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
GEORGE B. WARREN	Troy, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
WILLIAM H. DOUGHTY	Troy, N. Y.
C. E. DUDLEY TIBBITS	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
NORMAN B. SQUIRES	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
LE GRAND C. CRAMER	Troy, N. Y.
CHARLES B. RUSSELL	Troy, N. Y.
ISAAC V. BAKER	Comstocks, N. Y.
J. HOBART WARREN	Hoosick Falls, N. Y.

Title of company, Rensselaer and Saratoga Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address John H. Neher, Secretary and Treasurer.

RENSSELAER AND SARATOGA.

LEASED.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$20,993 64	$74,041 03
Bridges	483 15	63,[illegible] 37
Superstructure (including ties)	7,076 78	35,297 34
Rails	3,945 39	15,[illegible] 98
Land	.....	4,[illegible] 35
Land damages	350 00	2,379 39
Passenger and freight stations	.....	7,944 31
Fuel and water stations	.....	4,253 65
Hall signal system	63,594 71	63,594 71
Total cost of road	$95,673 67	$271,144 37
EQUIPMENT.		
Locomotives	*$29,200 55	$573,366 93
Passenger cars	53,596 89	645,380 85
Mail, baggage and express cars	4,500 00	48,799 90
Freight and other cars	*5,798 80	1,447,280 39
Total cost of equipment	$23,097 54	$2,814,830 98
Grand total cost of road and equipment	$118,771 21	$3,085,965 35

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Masonry for bridges and small openings	$12,626 64	
Filling trestles	4,352 12	
Grading for second track, Fort Edward to Whitehall	347 76	
Grading for side tracks	3,667 12	
		$20,993 64
Bridges, replacing wooden bridges with iron		483 15
Superstructure for side tracks	$6,923 74	
Superstructure for bridges	153 04	
		7,076 78
Rails for side tracks		3,945 39
Additional right of way in the village of Ft. Edward for widening embankment,		350 00
Construction of block signal system		63,594 71
Air brakes, air signals, driver brakes and other fixtures for three locomotives bought in 1893	$1,762 96	
By four locomotives cut up and depreciation of locomotives in 1893,	*30,963 53	
		*29,200 55
Steel wheels, air brakes, air signals, car seats and other fixtures for 29 new passenger coaches bought in 1893	$38,940 32	
Wheels, air brakes and other fixtures for officers' car bought in 1893,	2,487 08	
Wheels, air brakes, heating apparatus, etc., for dining car bought in 1893	3,283 88	
Two passenger cars transferred from equipment of the A. & S. R. R. in 1893	9,000 00	
	$53,731 28	
By depreciation of passenger cars in 1893	*134 39	
		53,596 89
Two new baggage and express cars built at shops		4,500 00
Trojan couplers for 500 Hopper gondola cars, bought in 1893, and incidental expenses	$10,642 09	
Trojan couplers for 100 box cars, bought in 1893, and incidental expenses	2,461 19	
	$13,103 28	
By 4 box cars, 3 8-wheel gondola cars, 1 hay car, and 25 platform cars torn down and depreciation of gondola cars in 1893	*18,902 08	
		*5,798 80
Total		$118,771 21

* Credit.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$2,174,135 53
Less operating expenses (excluding all taxes)		1,415,739 05
Gross income from all sources		$758,396 48
Deductions from income, as follows, viz.:		
Rentals	$1,077,218 75	
Taxes on property used in operation of road	87,758 46	
Taxes on earnings and capital stock	27,622 58	
Taxes other than above	576 61	
		1,193,176 40
Deficit for year ending June 30, 1894		$434,779 92

General Income Account.

Deficit for year ending June 30, 1894	$434,779 92
Deficit up to June 30, 1893	903,854 97
Total deficit June 30, 1894	$1,338,634 89

DETAILED STATEMENT OF RENTALS.

Rensselaer and Saratoga railroad	$941,000 00
Delaware and Hudson C. Co	66,000 94
Albany and Vermont railroad	29,000 00
New York Central and Hudson River railroad	2,500 00
Saratoga and Schenectady railroad	31,750 00
Rutland and Whitehall railroad	15,494 00
Green Island lots	455 81
Total amount of rentals deducted from income	$1,077,218 75

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$264,931 45			
Freight, local	961,886 88	.....	$1,226,818 33	$1,226,818 33
Passengers, through	$103,441 82			
Passengers, local	679,785 79	$783,227 61	.....	783,227 61
Mail		28,757 43	.....	28,757 43
Newspaper and baggage express		2,249 92	.....	2,249 92
Express		56,144 45	.....	56,144 45
Extra baggage		6,421 39	.....	6,421 39
Miscellaneous, as follows, viz.:				
Rents	$10,875 47			
Telegraph	4,866 25			
Green Island dock account	932 18			
Troy toll bridge	42,052 80			
Trackage	163 70			
Locomotives	11,626 00	32,502 82	38,013 58	70,516 40
Total gross earnings		$909,303 62	$1,264,831 91	$2,174,135 53

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$65,460 27	$82,598 14	$148,058 41
Steel rails laid, 350 88 tons; cost, $9,063.41.			
Iron rails laid, 36.74 tons; cost, $918.44.			
Repairs of roadbed	7,172 27	8,851 32	16,023 59
Repairs of bridges (including culverts and cattle guards)	10,816 32	14,415 94	25,232 76
Repairs of stations, shops, docks, etc	12,808 79	9,267 87	22,076 66
Repairs of fences	4,646 67	5,763 43	10,410 10
Other expenses for maintenance of way and structures	12,483 85	16,175 96	28,659 81
Total	$113,388 67	$137,072 66	$250,461 33

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Maintenance of equipment:			
Repairs of locomotives	$24,627 36	$31,363 30	$55,990 66
Repairs of cars	25,452 33	66,443 79	91,896 12
Repairs of machinery and tools	2,735 67	4,167 41	6,903 08
Other expenses for maintenance of equipment	13,242 90	17,266 46	30,509 36
Total	$66,058 26	$119,240 96	$185,299 22
Conducting transportation:			
Wages of conductors and men	$47,541 76	$89,693 14	$137,234 90
Wages of engineers and firemen	50,353 57	72,642 62	122,996 19
Fuel for locomotives	101,755 92	132,805 17	234,561 09
Oil and waste	6,024 71	7,950 06	13,974 77
Water supply	3,739 24	4,772 72	8,511 96
Other train supplies or expenses	10,336 33	12,039 96	22,376 29
Wages of station agents and clerks	16,820 18	49,775 28	66,595 46
Wages for labor at stations	24,954 94	81,252 30	106,207 24
Station supplies	9,393 35	4,871 12	14,264 47
Wages of watchmen, flagmen and switchmen	31,184 91	26,362 81	57,547 72
Other expenses for conducting transportation	12,581 22	17,525 69	30,106 91
Total	$314,686 18	$499,690 87	$814,377 00
General expenses:			
Salaries of general officers and clerks	$12,990 95	$30,282 57	$43,273 52
General office expenses and supplies	3,548 98	8,576 21	12,125 19
Stationery and printing	3,936 28	7,035 52	10,971 80
Outside agencies and advertising	9,043 62	45 79	9,089 41
Legal expenses	2,003 25	1,352 83	3,356 08
Loss and damage of freight and baggage	163 82	2,801 13	2,964 95
Damage to cattle and property	2,241 46	3,002 85	5,244 31
Injuries to persons	23,326 40	8,304 34	31,630 74
Telegraph maintenance and operation	7,189 64	21,051 17	28,240 81
Mileage of cars of other companies (debit balance)	7,503 97	*11,483 95	*3,979 98
Insurance	5,564 18	8,003 32	13,567 50
Other general expenses	3,428 82	5,688 35	9,117 17
Total	$80,941 37	$84,660 13	$165,601 50
Grand total operating expenses	$575,074 43	$840,664 62	$1,415,739 05

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	88,473	2,055,511	2,143,984
Number of passengers carried one mile	4,193,487	30,157,626	34,351,113
Number of tons of freight carried	603,931	1,463,861	2,067,792
Number of tons of freight carried one mile	27,054,425	71,151,743	98,206,168
Passenger train mileage	.....	.....	810,803
Freight train mileage	.....	.....	529,259
All other train mileage	.....	.....	429
Total train mileage	.....	.....	1,340,491

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$909,303 62	$575,074 43	$334,229 19
Average per passenger carried	42	27	15
Average per passenger per mile	02647	01674	00973
Average per passenger train per mile	1 11	70	41
Freight earnings and expenses (including miscellaneous earnings)	1,264,831 91	840,664 62	424,167 29
Average per ton of freight carried	61	41	20
Average per ton of freight per mile	01287	00856	00431
Average per freight train per mile	2 43	1 62	81

* Credit.

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	2.467	2.254	2.280
Average rate received per mile per ton for carrying freight, all classes	.979	1.352	1.249

Description of Road and Equipment.

TRACK.	MILES LEASED.	
	Length in N. Y. State.	Entire length.
Main line from Albany to Lake Champlain	79.14	79.14
Total of branches or other roads, single track	76.01	112.66
Total single track	155.15	191.80
Second track on main line	72.01	72.01
Second track on branches or other roads	6.09	6.09
Total second track	78.10	78.10
Sidings and turnouts on main line	49.39	49.39
Sidings and turnouts on branches or other roads	43.60	58.51
Total sidings and turnouts	92.99	107.90
Grand total of tracks, sidings and turnouts	326.24	377.80
Laid with steel rail, main line	151.15	151.15
Laid with steel rail, branches or other roads	84.10	118.75
Laid with iron rail, main line	49.39	49.39
Laid with iron rail, branches or other roads	43.60	58.51

Average life of rails — steel, 12 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 80 lbs.; minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State, miles.	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
West Troy and Green Island	West Troy	Green Island	1.08	1.08	Leased	1.06	2.14
Rensselaer and Saratoga	Troy	Waterford Junc.	5.59	5.59	Leased	.43	6.02
Saratoga and Schenectady	Schenectady	Ballston	14.97	14.97	Leased	4.60	19.57
Glens Falls	Fort Edward	Caldwell	15.12	15.12	Leased	.....	15.12
Saratoga and Whitehall	Whitehall	State Line	6.63	6.63	Leased	.....	6.63
Rutland and Whitehall	State Line	Castleton	.....	6.83	Leased	.....	6.83
Rutland and Washington	Eagle Bridge	Rutland	32.62	62.44	Leased	.....	62.44

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet		*Feet.*
Iron bridges	80	10,939	104	12,592
Wooden bridges	1	52	1	52
Wooden trestles	4	1,567	4	1,567
Total	85	12,558	109	14,211

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	62	2	64	$9,000 00	188,000	20	32	6
Locomotives, 4 drivers	7	42	49		150,100	20	49	19
Total	69	44	113	....	.....	.....	81	25
First class passenger cars (including three officers' cars and one dining car)	103	52	155	$5,039 94	37,500	15	155	155
Second class passenger cars	16	....	16	1,931 25	.....	15	16	16
Baggage, mail and express cars	30	19	49	2,027 67	33,000	15	49	49
Total	149	71	220	.....	.....	.....	220	220
Box freight cars	707	471	1,178	$565 85	29,900	10	.....	350
Stock freight cars	5	....	5	569 86	20,000	10	.....	.....
Coal freight cars	1,725	249	1,974	543 40	28,800	10	.....	1,703
Flat freight cars	190	232	422	549 86	15,000	10	.....	10
Caboose, 4-wheel cars	15	20	35	480 00	10,000	10	.....	.....
Caboose, 8-wheel cars	....	2	2	500 00	21,000	10	.....	.....
Service cars	12	3	15	732 34	.....	.....	1	1
Total	2,654	977	3,631	.....	.....	.....	1	2,063

Passenger cars are equipped with Westinghouse automatic air brake and Miller and Gould couplers; freight cars with Standard, Gould and Trojan couplers.

On main line, automatic safety switch only; on branches, four-fifths automatic safety, one-fifth stub.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	348.39
Railroads crossing road at grade	3
Railroads crossing road over or under grade	4
Highway crossings at grade without protection	169
Highway crossings at grade protected by gates or flagmen	51
Highway crossings over or under grade	20
Overhead obstructions less than twenty feet above track	8

Passenger cars are heated by Consolidated Car Heating Company's system, lighted by Mineral Seal oil, 300 degrees test, and ventilated by Creamer and Globe ventilators in transoms and elevated roofs.

National Express Company runs over line. It pays for local freight one and one-half first-class tariff rates; between New York and Rutland, Vt., and Rouse's Point, N. Y., two-thirds first class; between other competing points, first class, also 10 per cent. of profits.

Wagner Palace Car Company runs cars over line, and is paid three cents per mile run for sleeping cars, and one cent per mile run for drawing-room cars, and the railroad company lubricates and cleans outside of cars. Pullman's Palace Car Company also runs cars over line and is paid three cents per mile run; no additional charge made by the railroad company.

Wagner Palace Car Company received during the year $4,998.59, and Pullman's Palace Car Company received during the year $182.23.

Mails are transported for the compensation fixed by the government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	60,487	2.92
Grain	74,645	3.61
Meats and provisions	28,326	1.37
Live stock	7,195	.35
Lumber	195,364	9.45
Pig and bar iron and steel	69,381	3.36
Iron or other ores	50,029	2.42
Coal and coke	674,514	32.62
Petroleum and other oils	18,240	.88
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	195,780	9.47
All other manufactures	144,084	6.97
All other merchandise	49,454	2.39
All other agricultural products	123,702	5.98
All other articles not included above	376,591	18.21
Total	2,067,792	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	9	.....	9
Employes	27	4	31
Others	11	13	24
Total	47	17	64

EMPLOYES.

Average number of persons employed (including officials) during year	1,770
Aggregate amount of salaries and wages paid them	$939,897 59

Officers of the Company.

See report of lessee of Albany and Susquehanna Railroad Company.

Directors of the Company.

See report of lessee of Albany and Susquehanna Railroad Company.

Title of lessee company, Delaware and Hudson Canal Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address S. T. S. Henry, Auditor, New York city.

ROCHESTER AND GENESEE VALLEY.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, June 7, 1851.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	Number of shares.	Par value.
Authorized by law or charter	8,000	$800,000
Issued for actual cash and now outstanding	5,552	555,200

Number of stockholders 54

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rental of 6 per cent. on stock from New York, Lake Erie and Western railroad.. $33,312 00

Payments from net income, as follows, viz.:

Dividends declared, 6 per cent. on $555,200 common stock 33,312 00

*General Expenses.

Salaries of general officers and clerks	$500 00
General office expenses and supplies	200 00

Description of Road and Equipment.

TRACK.	Miles leased, all in N. Y. State.
Main line from Rochester to Avon, single track	18.40
Sidings and turnouts on main line	6.72
Grand total of tracks, sidings and turnouts	25.12

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES BRACKETT	President	Rochester, N. Y.
DANIEL W. POWERS	Vice-President	Rochester, N. Y.
JOSIAH ANSTICE	Secretary and Treasurer	Rochester, N. Y.

Directors of the Company.

Name.	*Residence.*
JAMES BRACKETT	Rochester, N. Y.
D. W. POWERS	Rochester, N. Y.
E. FRANK BREWSTER	Rochester, N. Y.
S. J. MACY	Rochester, N. Y.
HAYWOOD HAWKS	Rochester, N. Y.
JOSIAH ANSTICE	Rochester, N. Y.
B. D. MCALPINE	Rochester, N. Y.
THOMAS MCMILLAIN	Rochester, N. Y.
C. H. BABOOCK	Rochester, N. Y.
DAVID HAYES	Rochester, N. Y.
GILMAN H. PERKINS	Rochester, N. Y.
HENRY C. BREWSTER	Rochester, N. Y.
M. F. REYNOLDS	Rochester, N. Y.

Title of company, Rochester and Genesee Valley Railroad Company.
General offices at Rochester, N. Y.
Date of close of fiscal year, June 15.
Date of stockholders' annual meeting, second Tuesday in June.
For information concerning this report, address Josiah Anstice, Secretary.

*Allowed by New York, Lake Erie and Western railroad.

ROCHESTER AND LAKE ONTARIO. (No. 1.)

OPERATING REPORT FOR THE FOUR MONTHS ENDING OCTOBER 31, 1893.

(Date of charter, June 3, 1879.)

The Rochester and Lake Ontario railway was leased to the Rochester and Ironclequoit Railroad Company on November 1, 1893, on which date said lessee took possession of the road and equipment of the lessor.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	650	$65,000

Number of stockholders 14

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Superstructure (including ties)	$1,883 52	$14,460 37
Land damages	6,662 18	24,317 43
Passenger and freight stations	.....	18,211 73
Engine and car houses	.....	519 37
Shops, machinery and tools	.....	68 68
Fuel and water stations	129 75	883 50
Telephone line	.....	812 70
Wharfing	343 87	1,457 83
Electric light plant	.....	2,732 68
Furniture	.....	679 28
Total cost of road	$9,019 32	$64,126 57
EQUIPMENT.		
Locomotives	$210 48	$3,281 95
Passenger cars	1,113 87	2,247 81
Total cost of equipment	$1,324 35	$5,529 76
Grand total cost of road and equipment	$10,343 67	$69,656 33

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Concord avenue improvement	$514 72	
Buildings and improvements	5,477 21	
Right of way	800 00	
		$6,791 93
Additions to roadbed and track, including new safety switches, switch stands and lamps		1,883 52
Improvements of engines and cars		1,324 35
Improvements of docks		343 87
Total		$10,343 67

Income Account for Four Months Ending October 31, 1893.

Gross earnings from operation		$18,055 32
Less operating expenses (excluding all taxes)		6,855 41
Net earnings from operation		$11,199 91
Income from other sources, as follows, viz.:		
Rents	$1,154 00	
Interest	33 20	
		1,187 20
Gross income from all sources		$12,387 21
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$732 14	
Taxes on earnings and capital stock	186 58	
		918 72
Net income from all sources		$11,468 49
Payments from net income, as follows, viz.:		
Dividends declared, 1 per cent. on $65,000 common stock	$650 00	
Paid damages and costs in full settlement, etc., Koehler's case, on account of injuries received in 1888	12,500 00	
		13,150 00
Deficit for four months ending October 31, 1893		$1,681 51

General Income Account.

Deficit for four months ending October 31, 1893	$1,681 51	
Surplus up to June 30, 1893	6,388 61	
		$4,707 10
Deduct charges, direct to profit and loss		50 77
Total surplus October 31, 1893		$4,656 33

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
Passengers, all local	$18,005 97
Miscellaneous, as follows, viz.:	
Cartages, etc	49 35
Total gross earnings	$18,055 32
OPERATING EXPENSES.	
Maintenance of way and structures	$175 26
Repairs of roadbed	112 10
Repairs of stations, shops, docks, etc.	125 60
Other expenses for maintenance of way and structures	97 60
Total	$384 86
Maintenance of equipment:	
Repairs of locomotives	$160 45
Repairs of cars	128 03
Total	$288 48
Conducting transportation:	
Wages of conductors and men	$627 96
Wages of engineers and firemen	603 36
Fuel for locomotives	1,919 69
Oil and waste	141 59
Water supply	68 39
Wages of station agents and clerks	202 29
Wages for labor at stations	114 35
Wages of watchmen, flagmen and switchmen	120 00
Other expenses for conducting transportation	209 20
Total	$3,996 37
General expenses:	
Salaries of general officers and clerks	$430 00
General office expenses and supplies	46 25
[illegible]tionery and printing	139 65
[illegible]side agencies and advertising	1,118 28
[illegible] expenses	154 80
[illegible] general expenses	100 05
[illegible]	$2,188 68
[illegible]enses	$6,855 41

General Balance Sheet, October 31, 1893.

ASSETS.

Cost of road	$64,126 57
Cost of equipment	5,529 76
	$69,656 33

LIABILITIES.

Capital stock	$65,000 00
Profit and loss (surplus)	4,656 33
	$69,656 33

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	174,831
Number of passengers carried one mile	958,016
Passenger train mileage	22,996

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$18,055 32	$6,855 41	$11,199 91
Average per passenger carried	1035	0393	0642
Average per passenger per mile	0188	0071	0117
Average per passenger train per mile	7875	2990	4885

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.88

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Rochester to Lake Beach	6.046
Sidings and turnouts on main line	.370
Grand total of tracks, sidings and turnouts	6.416

Weight of rails per yard—steel, maximum, 56 lbs.; minimum, 40 lbs.; iron, maximum, 40 lbs.; minimum, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	3	.....	.....	3
First class passenger cars	9	$1,368 19	19,200	9
Flat freight cars	1	$528 36	16,000	.....
Service cars	1	50 00	.....	.....
Total	2	.....	.....	.....

Eames vacuum brakes are used on all passenger cars.
Lorenz patent split switch used on main line.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Telephone operated by company, miles	6.046
Total assessed value of real estate and personal property of company	$142,456
Highway crossings at grade without protection	8
Highway crossings at grade protected by gates or flagmen	1

Passenger cars (not excursion) are heated by Spear heaters and lighted by oil lamps.

EMPLOYES.

Average number of persons employed (including officials) during year	20
Aggregate amount of salaries and wages paid them	$3,205 33

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN N. BECKLEY	President	Irondequoit, Monroe Co., N. Y.
WILLIAM C. BARRY	Vice-President	Irondequoit, Monroe Co., N. Y.
FREDERICK COOK	Treasurer	Irondequoit, Monroe Co , N. Y.
ROBERT L. POST	Secretary	Irondequoit, Monroe Co., N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN N. BECKLEY	Rochester, N. Y.
WILLIAM C. BARRY	Rochester, N. Y.
FREDERICK COOK	Rochester, N. Y.
WILLIAM S. KIMBALL	Rochester, N. Y.
FRANK S. UPTON	Rochester, N. Y.
MAX BICKNER	Rochester, N. Y.
GEORGE W. ARCHER	Rochester, N. Y.

Title of company, Rochester and Lake Ontario Railway Company.
General offices at Irondequoit, Monroe county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in July.
For information concerning this report, address R. L. Post, Secretary, Rochester, N. Y.

ROCHESTER AND LAKE ONTARIO. (No. 2.)

LESSOR.

LESSEE — ROCHESTER AND IRONDEQUOIT (STREET SURFACE ROAD).

Lessor report for the eight months ending June 30, 1894.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	650	$65,000

Number of stockholders 7

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Superstructure (including ties)	$14,460 37
Land damages	24,3[illegible]7 43
Passenger and freight stations	18,211 73
Engine and car houses	519 37
Shops, machinery and tools	60 68
Fuel and water stations	883 50
Telephone line	812 70
Wharfing	1,457 88
Electric light plant	2,782 68
Furniture	670 28
Total cost of road	$64,196 57
EQUIPMENT.	
Locomotives	$3,281 95
Passenger cars	2,247 81
Total cost of equipment	$5,529 76
Grand total cost of road and equipment	$69,656 33

Income Account for Eight Months Ending June 30, 1894.

Income from all sources, as follows, viz.:

Eight months' rental due from lessee	$6,500 00
Dividends payable October 1, 1894	6,500 00

General Income Account.

Total surplus October 31, 1893, as shown by No. 1 Report	$4,656 33

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$64,196 57
Cost of equipment	5,529 76
Rentals accrued	6,500 00
	$76,156 33
LIABILITIES.	
Capital stock	$65,000 00
Dividends unpaid	6,500 00
Profit and loss (surplus)	4,656 33
	$76,156 33

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN N. BECKLEY	President	Irondequoit, N. Y.
MAX BRICKNER	Vice-President	Irondequoit, N. Y.
R. L. POST	Secretary	Irondequoit, N. Y.
FREDERICK COOK	Treasurer	Irondequoit, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN N. BECKLEY	Rochester, N. Y.
FREDERICK COOK	Rochester, N. Y.
GEO. W. ARCHER	Rochester, N. Y.
MAX BRICKNER	Rochester, N. Y.
WILLIAM S. KIMBALL	Rochester, N. Y.
HENRY C. BREWSTER	Rochester, N. Y.
FRANK S. UPTON	Rochester, N. Y.
JACOB GERLING	Rochester, N. Y.
BERNARD DUNN	Rochester, N. Y.
LOUIS GREISHEIMER	Rochester, N. Y.
WILLIAM C. BARRY	Rochester, N. Y.
FREDERICK W. SMITH	Rochester, N. Y.
WILLIAM D. ELLWANGER	Rochester, N. Y.
MURRAY A. VERNER	Pittsburg, Pa.
BENJAMIN GRAHAM	New York city.

Title of company, Rochester and Lake Ontario Railway Company.
General offices at Irondequoit, Monroe county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in July.
For information concerning this report, address R. L. Post, Secretary, Rochester, N. Y.

ROCHESTER, NEW YORK AND PENNSYLVANIA.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 11, 1881.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now out standing	15,000	$1,500,000 00

Number of stockholders 14

Officers of the Company.

Name.	*Title.*	*Official Address.*
S. G. DECOURSEY	President	Philadelphia, Pa.
N. THOURON	Vice-President	Philadelphia, Pa.
J. R. TRIMBLE	Secretary	Philadelphia, Pa.
F. S. BUELL	Treasurer	Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL G. DECOURSEY	Philadelphia, Pa.
N. THOURON	Philadelphia, Pa.
G. E. BARTOL	Philadelphia, Pa.
C. M. LEA	Philadelphia, Pa.
W. C. BULLITT	Philadelphia, Pa.
J. R. SMITH	Philadelphia, Pa.
E. W. CLARK	Philadelphia, Pa.
E. L. OWENS	New York city.
J. R. BARCLAY	Philadelphia, Pa.
P. P. PRATT	Buffalo, N. Y.
F. RUMSEY	Buffalo, N. Y.
R. BELL	Buffalo, N. Y.
E. T. JOHNSON	Buffalo, N. Y.

Title of company, Rochester, New York and Pennsylvania Railroad Company.
General offices at 84 Exchange street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, February 6.
For information concerning this report, address John F. Reynolds, Auditor.

ROME AND CLINTON.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

OPERATED BY THE NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 8, 1869.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	3,700	$370,000	.....
Issued for actual cash on account of construction and now outstanding	3,453.6	345,360	$345,360

Number of stockholders 125

Cost of Road.

	Total cost up to June 30, 1894.
Grading, masonry and ballast, bridges, superstructure including ties) and rails),	$288,800 00
Land, land damages and fences	60,000 00
Passenger and freight stations	6,200 00
Engine and car houses	7,000 00
Total cost of road	$360,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz :

Rental of road		$21,875 00
Maintenance of organization		500 00
Gross income from all sources		$22,375 00
Deductions from income, as follows, viz.:		
Expenses crossing at Rome	$400 00	
Salaries	350 00	
Sundries	12 19	
		762 19
Net income from all sources		$21,612 81
Payments from net income, as follows, viz.:		
Dividends declared, 6¼ per cent. on common stock		21,580 64
Surplus for year ending June 30, 1894		$32 17

General Income Account.

Surplus for year ending June 30, 1894	$32 17
Surplus up to June 30, 1893	14,715 74
Total surplus June 30, 1894	$14,747 91

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$360,000 00
Current assets, as follows, viz.:	
Cash on hand	167 00
	$360,167 00

LIABILITIES.

Capital stock	$345,360 00
Current liabilities, as follows, viz.:	
Open accounts	59 09
Profit and loss (surplus)	14,747 91
	$360,167 00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Rome, N. Y., to Clinton, N. Y., single track	12.78
Sidings and turnouts on main line	1.11
Grand total of tracks, sidings and turnouts	13.89
Laid with steel rail, main line	12.78

Gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES I. SCOLLARD	President	Clinton, N. Y.
WM H. TULLER	Vice-President	Rome, N. Y.
C. D. HAYES	Secretary and Treasurer	Clinton, N. Y.

Directors of the Company.

Name.	*Residence.*
J. I. SCOLLARD	Clinton, N. Y.
C. D. HAYES	Clinton, N. Y.
C. H. SMYTH	Clinton, N. Y.
E. STEBBINS	Clinton, N. Y.
F. A. ELLIOTT	Clinton, N. Y.
CLINTON SCOLLARD	Clinton, N. Y.
T. T. THOMPSON	Clinton, N. Y.
D. N. CROUSE	Utica, N. Y.
W. H. TULLER	Rome, N. Y.
W. H. VAN WAGENEN	Rome, N. Y.
H. D. SPENCER	Rome, N. Y.
W. W. PARRY	Rome, N. Y.
W. W. WARDWELL	Rome, N. Y.

Title of company, Rome and Clinton Railroad Company.
General offices at Clinton, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in June.
For information concerning this report, address C. D. Hayes, Secretary and Treasurer.

ROME, WATERTOWN AND OGDENSBURG.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 18, 1865.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter and now outstanding	100,000	$10,000,000	.....
Issued for actual cash	37,989	$3,798,900	$3,798,900
Issued for retirement of Rome, Watertown and Ogdensburg income bonds	10,313	1,031,300	.....
Issued for exchange of stock of Utica and Black River railroad	8,400	840,000	.....
Issued for exchange of stock of Norwood and Montreal railroad	1,300	130,000	.....
Issued for exchange of stock of Rome, Watertown and Ogdensburg Terminal	2,837	283,700	.....
Issued for exchange of stock of Fulton and Oswego railroad	500	50,000	.....
Issued for exchange of stock of Syracuse, Phœnix and Oswego railway	80	8,000	.....
Issued for exchange of stock of Buffalo, Thousand Islands and Portland railroad	2,482	248,200	.....
Twenty per cent. of stock dividend on 63,900 shares, by resolution of the board of directors, March 13, 1891	12,780	1,278,000	.....
In addition to the above there has been issued, in accordance with the terms of the lease to the New York Central and Hudson River Railroad Company, a certificate made to the Union Trust Company of New York, in trust to be used for betterments, for	23,319	2,331,900	.....
Total now outstanding	100,000	$10,000,000	$3,798,900

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
Watert'n and Rome extension	Jun. 12, 1855	55	6	Mar. & Sept.	$422,500	$417,800	$428,347 50
Rome, Watert'n and Ogdensb'g consol.	July 1, 1874	48	5	April & Oct.	10,000,000	9,076,000	4,392,123 44
Syracuse & North'n.	July 1, 1871	30	7	Jan. & July	500,000	500,000	.....
Oswego R. R. bridge	Jan. 31, 1885	30	6	Feb. & Aug.	100,000	100,000	100,000 00
Norwood & Mont'l.	Mar. 6, 1886	30	5	April & Oct.	130,000	130,000	.....
Syracuse, Phœnix and Oswego	Feb. 15, 1885	30	6	Feb. & Aug.	175,000	175,000	.....
Rome, Watert'n and Ogdensb'g Term'l.	Mar. 2, 1888	30	5	May & Nov.	375,000	375,000	375,000 00
Total	.....	....	....	.....	$11,702,500	$10,773,800	.....

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$5,240,059 67
Bridges	578,446 17
Superstructure (including ties)	8,481,163 77
Land damages	1,063,496 69
Passenger and freight stations	296,226 53
Engine and car houses	203,508 17
Engineering expenses	190,786 37
Purchase of constructed road	*1,151,700 00
Wharfing	759 00
Sundry accounts charged to cost of road	1,881,489 48
Total cost of road	$14,087,916 85
EQUIPMENT.	
Locomotives	$624,349 40
Passenger cars	428,670 13
Freight and other cars	798,489 34
Total cost of equipment	$1,851,508 87
Grand total cost of road and equipment	$15,939,425 72
**Constructed roads:*	
Rome, Watertown and Ogdensburg Terminal	$658,700 00
Syracuse, Phœnix and Oswego	183,000 00
Norwood and Montreal	260,000 00
Fulton and Oswego	50,000 00
	$1,151,700 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Income from lease	$15,000 00
Deductions from income, as follows, viz.:	
Expenses for maintaining organization	15,120 71
Net deficit from all sources	$120 71
Payments from net income, as follows, viz.:	
Income bonds retired, paid by New York Central and Hudson River Railroad Company under terms of lease	5,730 00
Surplus for year ending June 30, 1894	$5,609 29

General Income Account.

Surplus for year ending June 30, 1894	$5,609 29
Surplus up to June 30, 1893	133,433 54
Total surplus June 30, 1894	$139,042 83

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$14,087,916 85
Cost of equipment	1,851,508 87
Other permanent investments, as follows, viz.:	
Stock of other companies	2,354,080 05
Bonds of other companies	139,996 87
Rome, Watertown and Ogdensburg stock	43 00
Rome, Watertown and Ogdensburg consol. bonds	66,000 00
Bonds and mortgages	14,000 00
New York Central and Hudson River Railroad Company	120,760 00
Stock assigned to Union Trust Company for N. Y. C. & H. R. R. R. Co. under lease,	2,831,900 00
Current assets, as follows, viz.:	
Cash on hand	29 17
	$20,966,234 81

LIABILITIES.

Capital stock	$10,000,000 00
Funded debt	10,773,800 00
Current liabilities, as follows, viz.:	
Open accounts	1,641 96
Bonds and mortgages assumed on purchase of real estate	51,750 00
Profit and loss (surplus)	139,042 83
	$10,966,234 81

Description of Road.

TRACK.	Miles leased, all in N. Y. State.
Main line authorized from Niagara Falls to Massena Springs	300.84
Richland to Rome	41.07
Utica to Ogdensburg	133.94
Total of branches or other roads authorized	167.34
Main line laid, first or single track	475.85
Branches or other roads, first or single track	167.34
Total single track	643.19
Second track on main line	4.71
Sidings and turnouts on main line	87.26
Sidings and turnouts on branches or other roads	66.81
Total sidings and turnouts	154.07
Grand total of tracks, sidings and turnouts	801.97
Laid with steel rail, main line	475.85
Laid with steel rail, branches or other roads	163.74
Laid with iron rail, branches or other roads	3.60

Gauge of track, 4 feet 8½ inches.

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES PARSONS	President	96 Broadway, N. Y. city.
CLARENCE S. DAY	First Vice-President	42 Wall street, N. Y. city.
CHAS. PARSONS, JR	Vice-President	96 Broadway, N. Y. city.
JOSEPH A. LAWYER	Secretary and Treasurer	96 Broadway, N. Y. city.
EDWIN PARSONS, 3d	Asst. Secretary and Treasurer	96 Broadway, N. Y. city.

Directors of the Company.

Name.	*Residence.*
CHAS. PARSONS	New York city.
CLARENCE S. DAY	New York city.
CHAS. PARSONS, JR	New York city.
EDWIN PARSONS	New York city.
GEO. PARSONS	New York city.
WM. LUMMIS	New York city.
WM. M. WHITE	Utica, N. Y.
WALTON FERGUSON	Stamford, Conn.
JOHN THORN	Utica, N. Y.
J. F. MAYNARD	Utica, N. Y.
CHAUNCEY M. DEPEW	New York city
H. WALTER WEBB	New York city
JOHN M. CROUSE	Utica, N. Y

Title of company, Rome, Watertown and Ogdensburg Railroad Company.
General offices at 96 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, December 28.
For information concerning this report, address Charles Parsons, ce-President

SARATOGA AND ST. LAWRENCE.

LESSOR.

LESSEE — OGDENSBURG AND LAKE CHAMPLAIN.

(Date of charter, August 17, 1885.)

The Saratoga and St. Lawrence Railroad Company was organized August 14, 1885, under an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations, and to regulate the same, passed April 2, 1850," and the acts amendatory thereof and supplementary thereto. Constructed under contract by Ernest G. Reynolds, contractor, and leased by said Saratoga and St. Lawrence Railroad Company to the Ogdensburg and Lake Champlain Railroad Company by lease bearing date June 1, 1889.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	3,200	$80,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
*First mortgage.	June 1, 1889	30	p.c. 5	Dec. 1 & June 1	$100,000	$100,000	$100,000

Cost of Road.

	Total cost of road up to June 30, 1894.
Grading and masonry	$20,615 15
Ballast	10,361 00
Bridges	2,477 22
Superstructure (including ties)	24,127 87
Rails	30,000 00
Land	4,356 08
Land damages	425 00
Fences	4,227 25
Passenger and freight stations	1,159 75
Engineering expenses	2,827 96
Total cost of road	$100,687 28

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$100,687 28

LIABILITIES.

Capital stock	$80,000 00
Funded debt	100,000 00

* Payment of interest and principal guaranteed by the Ogdensburg and Lake Champlain Railroad Company.

Description of Road.

TRACK.	Feet owned, all in N. Y. State.
Main line authorized from Bombay to Moira, single track	8 5
Sidings and turnouts on main line	.42
Grand total tracks, sidings and turnouts	8.92
Laid with steel rail, main line	8.5

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and gravel.
Split safety switch is used on this line of road; three in number.

Directors of the Company.

Name.	*Residence.*
E. C. SMITH	St. Albans, Vt.
J. W. CUMMINGS	St. Albans, Vt.
T. S. STRANAHAN	St. Albans, Vt.
F. W. BALDWIN	St. Albans, Vt.
B. B. SMALLEY	Burlington, Vt.
S. W FOSTER	Montreal, Can.
F. SHIELDS	Bombay, N. Y.
E. G. REYNOLDS	Bombay, N Y.
WILLIAM GILLIS	Ft. Covington, N. Y.
J. Y. CAMMERON	Ft. Covington, N. Y.
LOUIS HASBROUCK	Ogdensburg, N. Y.
FRANK OWEN	Ogdensburg, N. Y.
D. W. LAWRENCE	Malone, N. Y.

Title of company, Saratoga and St. Lawrence Railroad Company.
General offices at Ogdensburg, N. Y
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Wednesday in December.
For information concerning this report, address Louis Hasbrouck, Secretary.

SARATOGA AND SCHENECTADY.

LESSOR.

LESSEE—RENSSELAER AND SARATOGA.

LEASE ASSIGNED TO DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, February 16, 1831.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	4,500	$450,000	$450,000

Number of stockholders 81

Cost of Road.	Total cost up to June 30, 1894.
Total cost of road	$450,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
From Delaware and Hudson Canal Company for rent		$31,750 00
Interest on West Shore bonds		200 00
		$31,950 00
Payments from income, as follows, viz.:		
Dividends declared, 7 per cent. on $450,000 common stock	$31,500 00	
Salaries	250 00	
Sundry expenses	150 00	
		31,900 00
Surplus for year ending June 30, 1894		$50 00

General Income Account.

Surplus for year ending June 30, 1894	$50 00
Surplus up to June 30, 1893	6,020 22
Total surplus June 30, 1894	$6,070 22

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$450,000 00
Other permanent investments, as follows, viz.:	
Bonds of other companies	5,000 00
Current assets, as follows, viz.:	
Cash on hand	1,070 22
	$456,070 22

LIABILITIES.

Capital stock	$450,000 00
Profit and loss (surplus)	6,070 22
	$456,070 22

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Saratoga to Schenectady	21

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE H. CRAMER	President	Troy, N. Y.
JOSEPH M. WARREN	Vice-President	Troy, N. Y.
GEORGE B. WARREN	Second Vice-President	Troy, N. Y.
JOHN H. NEHER	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	*Residence*
GEORGE H. CRAMER	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
CHARLES B. RUSSELL	Troy, N. Y.
JAMES M. MARVIN	Saratoga Springs, N. Y.
LE GRAND C. CRAMER	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
GEORGE B. WARREN	Troy, N. Y.

Title of company, Saratoga and Schenectady Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address John H. Neher, Treasurer.

SARANAC AND LAKE PLACID.

(Date of charter, July 12, 1890.)

The Saranac and Lake Placid Railroad Company was organized July 12, 1890.

Construction commenced May 1, 1893; partially completed and road open for traffic on August 1, 1893.

This report covers a period of seven months' operation, the road having been operated from December 1, 1893, until March 19, 1894, by the Chateaugay Railroad Company, the returns for which will be included in that company's report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Par value.	
Authorized by law or charter	2,500	$250,000	.....
Issued for actual cash	500	$50,000	$50,000
Issued on account of construction	2,000	200,000	.....
Total now outstanding	2,500	$250,000	$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage gold bonds	May 1, 1893	20	p.c. 6	Nov. 1, May 1	$120,000	$120,000	$110,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Superstructure (including ties)	$10,309 11
Rails	49,297 44
Land and land damages	20,359 42
Fences	405 17
Passenger and freight stations	5,667 67
Engine and car houses	289 88
Shops, machinery and tools	224 22
Engineering expenses	3,495 88
Interest and discount charged to construction	13,150 00
Road built by contract	231,752 46
Total cost of road	$335,051 25

EQUIPMENT.	
Locomotives	$9,500 00
Passenger cars	7,000 00
Freight and other cars	874 00
Total cost of equipment	$17,374 00
Grand total cost of road and equipment	$352,425 25

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$20,047 05
Less operating expenses (excluding all taxes)		8,118 11
Gross income from all sources		$12,928 94
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$4,433 33	
Taxes on property used in operation of road	25 67	
		4,459 00
Net income from all sources		$8,469 94
Payments from net income, as follows, viz.:		
Dividends declared, 3 per cent. on $250,000 common stock		7,500 00
Surplus June 30, 1894		$969 94

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$6,896 23	$6,896 23
Passengers, all local	$10,765 35		
Mail	64 96		
Express	760 24		
Miscellaneous, as follows, viz.:			
Transfer and baggage	2,559 75		14,150 82
Total gross earnings	$14,150 82	$6,896 23	$21,047 05

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed	$493 65	$246 32	$739 97
Repairs of bridges (including culverts and cattle guards)	4 66	2 34	7 00
Total	$497 31	$248 66	$745 97
Maintenance of equipment:			
Repairs of locomotives	$105 31	$52 65	$157 96
Repairs of cars	41 40	20 70	62 10
Total	$146 71	$73 35	$220 06
Conducting transportation:			
Wages of conductor and men	$558 81	$279 35	$838 16
Wages of engineers and firemen	690 30	345 14	1,035 44
Fuel for locomotives	1,019 60	509 80	1,529 40
Oil and waste	49 08	24 53	73 61
Wages of station agents and clerks	405 84	202 92	608 76
Station supplies	3 13	1 56	4 69
Wages of watchmen, flagmen and switchmen	190 07	90 03	280 10
Other expenses for conducting transportation	1,172 83	586 41	1,759 24
Total	$4,089 66	$2,039 74	$6,129 40
General expenses:			
Salaries of general officers and clerks	$291 67	$145 83	$437 50
General office expenses and supplies	158 82	79 41	238 23
Stationery and printing	222 20	111 60	334 80
Other general expenses	12 15	.....	12 15
Total	$685 84	$336 84	$1,022 68
Grand total operating expenses	$5,419 53	$2,698 59	$8,118 11

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$335,051 25
Cost of equipment		17,374 00
Other permanent investments, as follows, viz.:		
Stock of other companies		20,000 00
Current assets, as follows, viz.:		
Cash on hand	$1,196 69	
Bills receivable	1,298 00	
Open accounts	250 00	
		2,744 69
		$375,169 94

LIABILITIES.

Capital stock		$250,000 00
Funded debt		120,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$1,200 00	
Loans and bills payable	3,000 00	
		4,200 00
Profit and loss (surplus)		969 94
		$375,169 94

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	13,064
Number of passengers carried one mile	130,640
Number of tons of freight carried	4,919
Number of tons of freight carried one mile	49,190
Passenger train mileage	24,400
Freight train mileage	3,500
Total train mileage	27,900

ITEM.	Local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	7.47
Average rate received per mile per ton for carrying freight, all classes	14

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Saranac Lake to Lake Placid, single track	9.98
Sidings and turnouts on main line	.75
Grand total of tracks, sidings and turnouts	10.73
Laid with steel rail, main line	10.73

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches and 3 feet; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	4	283
Wooden trestles	1	735.7
Total	5	1,018.7

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	1	$5,000	188,000	1	.....
Locomotives, 4 drivers	1	4,500	125,000	1	.....
Total	2	.....	.....	2	.....
First class passenger cars	2	.....	.....	.....	2
Baggage, mail and express cars	1	.....	.....	.....	1
Total	3	.....	.....	.....	3
Service	4	.....	.....	.....	.....

Passenger and freight cars are equipped with Westinghouse automatic brakes and Eames vacuum and Janney couplers.

Split point switches are in use on line of road.

Miscellaneous Statistics.

ITEM.	Entrie line in N. Y. State.
Telegraph owned and operated by company, miles	10
Road constructed and opened for business during the year, miles	9.98
Highway crossings at grade without protection	9

Passenger cars are heated by stoves, lighted by oil and ventilated in usual manner.
American and National Express Companies run over road at double first class rates.
The Wagner Palace Car Company run over line at usual mileage.
All freight lines use road at usual mileage.
No contract as yet exists for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	180	3.65
Grain	88	1.79
Meats and provisions	123	2.50
Lumber	2,012	38.88
All other merchandise	2,552	53.91
Total	4,919	100

EMPLOYES.

Average number of persons employed (including officials) during year	25
Aggregate amount of salaries and wages paid them	$7,370 26

Officers of the Company.

Name.	*Title.*	*Official Address.*
C. E. ARNOLD	President	Albany, N. Y.
A. J. VOYER	Secretary and Treasurer	Albany, N. Y.
O. WEAVER	Superintendent	Lake Placid, N. Y.

Directors of the Company.

Name.	*Residence.*
C. E. ARNOLD	Albany, N. Y.
A. J. VOYER	Albany, N. Y.
W. J. CANADAY	Albany, N. Y.
JOHN D. PARSONS, Jr	Albany, N. Y.
C. D. GREGORY	Albany, N. Y.
JOHN L. HENNING	Saratoga, N. Y.
C. E. MARTIN	Plattsburgh, N. Y.
E. D. SHEPARD	New York city.

Title of company, Saranac and Lake Placid Railroad Company.
General offices at Albany, N. Y.
Date of close of fiscal year, November 1.
Date of stockholders' annual meeting, second Tuesday in February.
For information concerning this report, address A. J. Voyer, Secretary and Treasurer.

SCHENECTADY AND DUANESBURGH.

LESSOR.

LESSEE—ALBANY AND SUSQUEHANNA.

OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 15, 1873.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	3,000	$300,000
Total now outstanding	1,009	100,900

Number of stockholders 10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds	Sept. 1, 1874	50	p.c. 6	Mar. 1, Sept. 1	$500,000	$500,000

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$7,356 41	$41,578 67
Bridges	5,998 35	20,953 44
Superstructure (including ties)	492 91	20,325 46
Rails	407 28	1,937 82
Land damages	.....	2,861 31
Passenger and freight stations	.....	2,545 96
Fuel and water stations	936 97	9'6 97
Engineering expenses	.....	336 00
Purchase of constructed road	.....	600,900 00
Total cost of road	$15,191 92	$692,375 63

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for extension of passing track, Kelley's	$836 83	
Bridge masonry for bridge 17½, two miles east of Duanesburgh	14 04	
Bridge masonry, proportionate cost of bridge "N," Schenectady	6,503 51	
		$7,356 41
Proportionate cost of rebuilding bridge 17½, east of Duanesburgh, and bridge "N," Schenectady		5,996 85
Superstructure for bridge 17½, east of Duanesburgh	$95 26	
Superstructure for extension of passing track, Kelley's	397 65	
		492 91
Rails for extension of passing track, Kelley's		407 26
New coal pockets, Mohawk, Schenectady		936 97
Total		$15,191 99

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$602,375 63

LIABILITIES.

Capital stock	$100,900 00
Funded debt	500,000 00
Current liabilities, as follows, viz.:	
Open accounts	9,475 63
	$602,375 63

Description of Road.

TRACK.	Miles, all in N. Y. State
Main line authorized from Schenectady to Duanesburgh Junction, single track	13.79
Sidings and turnouts on main line	4.00
Grand total of tracks, sidings and turnouts	17.79
Laid with steel rail, main line	13.79
Laid with iron rail, main line	4.00

Average life of rails—steel, 12 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 63 lbs.; iron, maximum, 63 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

Officers of the Company.

Name.	*Title.*	*Official Address.*
HORACE G. YOUNG	President	Albany, N. Y.
JAMES C. HARTT	Treasurer	New York city.
F. M. OLYPHANT	Secretary	New York city.

Directors of the Company.

Name.	*Residence.*
HORACE G. YOUNG	Albany, N. Y.
REUBEN A. HENRY	Jersey City, N. J.
DANIEL WILSON	Orange, N. J.
CHARLES A. WALKER	New York city.
JAMES C. HARTT	Montreal.
F. MURRAY OLYPHANT	New York city.
H. M. OLMSTEAD	Morristown, N. J.
ROBERT OLYPHANT	New York city.

Title of company, Schenectady and Duanesburgh Railroad Company.
General offices at New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in July.
For information concerning this report, address S. T. S. Henry, Auditor.

SCHENECTADY AND MECHANICVILLE.

(Date of charter, May 9, 1867.)

For history of organization, etc., see Report of 1893.

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$87,186 47
Bridges	9,345 10
Superstructure (including ties)	87,727 95
Rails	803 07
Land	800 00
Land damages	14,434 43
Passenger and freight stations	10,007 28
Engineering expenses	4,704 70
Purchase of constructed road	753 46
Total cost of road	$215,761 46

Description of Road and Equipment.

Track.	Miles owned, all in N. Y. State.
Main line from East Glenville to Coons, single track	9.98
Sidings and turnouts on main line	1.38
Grand total of tracks, sidings and turnouts	11.36
Laid with steel rail, main line	9.98
Laid with iron rail, main line	1.38

Road equipped with automatic safety switches throughout.

Officers of the Company.

Name.	*Title.*	*Official Address.*
Robert M. Olyphant	President	New York city.
Le Grand B. Cannon	Vice-President	New York city.
Horace G. Young	Second Vice President	Albany, N. Y.
C. A. Walker	Treasurer	New York city.
F. M. Olyphant	Secretary	New York city.

Directors of the Company.

Name.	*Residence.*
Le Grand B. Cannon	New York city.
James Roosevelt	Hyde Park, N. Y.
Benjamin H. Bristow	New York city.
Robert M. Olyphant	New York city.
R. Suydam Grant	New York city.
William H. Tillinghast	New York city.
Alfred Van Santvoord	New York city.
James E Roosevelt	New York city.
Alexander E. Orr	Brooklyn, N. Y.
Oliver P. C. Billings	New York city.
Samuel Spencer	New York city.
Cornelius Vanderbilt	New York city.
Chauncey M. Depew	New York city.

Title of company owning road, Delaware and Hudson Canal Company.
General offices at New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address S. T. S. Henry, Auditor.

SCHOHARIE VALLEY.

(Date of charter, April 1, 1880.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	1,000	$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding and cash realized on same.
			Rate.	When payable.		
Bond and mortgage	1880	19	p.c. 6	Apr. 1, Oct. 1	$40,000	$40,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading and masonry	$26,006 26
Ballast	6,361 20
Bridges	36,311 25
Passenger and freight stations	11,700 00
Engine and car houses	4,469 59
Shops, machinery and tools	1,600 00
Engineering expenses	200 00
Interest and discount charged to construction	900 00
Telegraph line	200 00
Miscellaneous	850 00
Total cost of road	$88,628 30
EQUIPMENT.	
Locomotives	$12,090 00
Passenger cars	2,000 00
Total cost of equipment	$14,090 00
Grand total cost of road and equipment	$102,718 30

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$11,010 75
Less operating expenses (excluding all taxes)		7,673 19
Net earnings from operation		$3,337 56
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$2,400 00	
Rentals	6,600 00	
Taxes on property used in operation of road	530 00	
Taxes on earnings and capital stock	85 05	
Taxes other than above	265 00	
		9,280 05
Deficit for year ending June 30, 1894		$5,942 49

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight	.....	$6,980 41	$6,980 41
Passengers	$3,000 00	.....	3,000 00
Mail	292 00	.....	292 00
Express	738 34	.....	738 34
Total gross earnings	$4,030 34	$6,980 41	$11,010 75
OPERATING EXPENSES.			
Maintenance of way and structures:			
Steel rails laid, 25 tons; cost, $600	$300 00	$300 00	$600 00
Repairs of roadbed	1,000 00	1,000 00	2,000 00
Repairs of bridges (including culverts and cattle guards)	50 00	50 00	100 00
Repairs of stations, shops, docks, etc.	50 00	50 00	100 00
Repairs of fences	40 00	40 00	80 00
Total	$1,440 00	$1,440 00	$2,880 00
Maintenance of equipment:			
Repairs of locomotives	$162 50	$162 50	$325 00
Repairs of cars	70 00	70 00	140 00
Repairs of machinery and tools	12 50	12 50	25 00
Other expenses for maintenance of equipment	75 00	75 00	150 00
Total	$320 00	$320 00	$640 00
Conducting transportation:			
Wages of conductors and men	$275 00	$275 00	$550 00
Wages of engineers and firemen	248 75	248 75	497 50
Fuel for locomotives	500 00	500 00	1,000 00
Oil and waste	40 00	40 00	80 00
Wages of station agents and clerks	200 00	200 00	400 00
Wages for labor at stations	75 00	75 00	150 00
Station supplies	90 00	90 00	180 00
Total	$1,428 75	$1,428 75	$2,857 50
General expenses:			
Salaries of general officers and clerks	$337 50	$337 50	$675 00
General office expenses and supplies	70 84	70 85	141 69
Stationery and printing	22 00	22 00	44 00
Legal expenses	5 00	5 00	10 00
Damage to cattle and property	5 00	5 00	10 00
Injuries to persons	7 50	7 50	15 00
Mileage of cars of other companies (debit balance)	190 00	190 00	380 00
Other general expenses	10 00	10 00	20 00
Total	$647 84	$647 85	$1,295 69
Grand total operating expenses	$3,836 59	$3,836 60	$7,673 19

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$88,628 30
Cost of equipment	14,090 00
Profit and loss (deficiency)	39,681 70
	$142,400 00

LIABILITIES.

Capital stock	$ 00,000 00
Funded debt	40,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	2,400 00
	$142,400 00

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	12,000
Number of passengers carried one mile	60,000
Number of tons of freight carried	13,960
Number of tons of freight carried one mile	69,800

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$4,030 34	$3,836 59	$193 75
Average per passenger carried	33	31	02
Average per passenger per mile	067	064	003
Freight earnings and expenses (including miscellaneous earnings)	6,980 41	3,836 59	3,143 82
Average per ton of freight carried	50	27	23
Average per ton of freight per mile	10	06	04

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	5

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid, single track	4.38
Laid with steel rail, main line.	4.38

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	3	74
Wooden bridges	1	110
Total	4	184

* EQUIPMENT.	
Locomotive, 4 drivers	1

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$20,000 00
Highway crossings over or under grade	1

Passenger cars used on road heated by stoves, lighted with kerosene and ventilated by top ventilators.

National Express Company runs over line and pays nine and twelve cents per hundred.

The United States government pays $292 per annum for transportation of mails.

EMPLOYES.	
Average number of persons employed (including officials) during the year	18

* Rent passenger car of Middleburgh and Schoharie Railroad Company.

Officers of the Company.

Name.	*Title.*	*Official Address.*
DAVID B. VROMAN	President	Schoharie, N. Y.
PETER C. VROMAN	First Vice-President	Schoharie, N. Y.
CHARLES P. VROMAN	Second Vice-President	Schoharie, N. Y.
WILLIAM J. VROMAN	Secretary	Schoharie, N. Y.
CORNELIUS P. VROMAN	Treas., Gen. Manager, Gen. Pass. and Freight Agent	Schoharie, N. Y.

Directors of the Company.

Name.	*Residence.*
DAVID B. VROMAN	Schoharie, N. Y.
PETER C. VROMAN	Schoharie, N. Y.
CORNELIUS P. VROMAN	Schoharie, N. Y.
WILLIAM J. VROMAN	Schoharie, N. Y.
CHARLES VROMAN	Schoharie, N. Y.
LUCIAN VROMAN	Schoharie, N. Y.
MEADE J. VROMAN	Schoharie, N. Y.

Title of company, Schoharie Valley Railroad Company.
General offices at Schoharie, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, March 1.
For information concerning this report, address Cornelius P. Vroman, Lessee and General Manager.

SENECA ELECTRIC.

(Date of charter, December 7, 1889.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	500	$50,000	.....
Issued for actual cash and now outstanding	400	40,000	$40,000

Number of stockholders 7

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage with coupon bonds	July 1, 1890	25	p. c. 6	Jan. 1, July 1	$40,000	$40,000	$40,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Superstructure (including ties, rails and car)	$3,450 71	$5,606 85
Land damages	76 36	807 93
Road built by contract	.....	60,000 00
Purchase of constructed road	.....	20,000 00
Total cost of road	$3,527 09	$86,414 78
EQUIPMENT.		
Passenger cars	$3,380 84	.....
*Volt meter destroyed by fire	78 85	.....
Power station and cars	4 50	$5,703 69
*Total cost of equipment	$469 35	$5,703 69
Grand total cost of road and equipment	$3,457 74	$92,118 36

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$9,251 25
Less operating expenses (excluding all taxes)		6,325 63
Net earnings from operation		$2,925 62
Income from other sources, as follows, viz.:		
Rentals		320 00
Gross income from all sources		$3,245 62
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$2,400 00	
Taxes on property used in operation of road	207 37	
Taxes on earnings and capital stock	80 38	
		2,687 75
Surplus for year ending June 30, 1894		$557 87

General Income Account.

Surplus for year ending June 30, 1894		$557 87
Surplus up to June 30, 1893		4,794 10
		$5,351 97
Loss by fire December 3, 1893 (money)	$1 32	
Office furniture	113 50	
Volt meter	69 35	
Money donated and lost	24 90	
		209 07
Total surplus June 30, 1894		$5,142 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
Passengers, local	$9,207 25
Miscellaneous, as follows, viz.:	
Advertising	44 00
Total gross earnings	$9,251 25

* Credit.

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of lines overhead	$140 94
Repairs of roadbed	1,606 00
Repairs of stations, shops, docks, etc.	2 39
Total	$1,748 63
Maintenance of equipment:	
Repairs and expense of motors	$317 93
Repairs of cars and trolleys	132 40
Repairs of machinery and tools	94 62
Lamp service	49 75
Total	$494 10
Conducting transportation:	
Wages of conductors and men	$1,446 00
Fuel	44 01
Oil and waste	40 61
Rent of power	1,084 11
Wages for removal of snow and ice	79 55
Total	$2,694 28

GENERAL EXPENSES.

Salaries of general officers and clerks	$707 50
General office expenses, supplies, stationery and printing	190 40
Discount, interest and exchange	148 35
Legal expenses	45 05
Damage to cattle and property	27 00
Insurance	160 38
Contingent expenses	109 94
Total	$1,388 62
Grand total operating expenses	$6,325 63

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$86,414 78
Cost of equipment	5,708 60
Current assets, as follows, viz.:	
Cash on hand	663 92
Bills receivable	200 00
Due by agents	10 00
Open accounts	54 00
Materials and supplies	230 37
Office furniture	30 75
	$93,307 42

LIABILITIES.

Capital stock	$40,000 00
Funded debt	40,000 00
Current liabilities, as follows, viz.:	
Open accounts	1,526 24
Loans and bills payable	1,720 00
Construction company	4,918 28
Profit and loss (surplus)	5,142 90
	$93,307 42

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Seneca Falls to Waterloo, single track, about	4
Laid with iron rails, main line, about	4

Weight of rails per yard—iron, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and road dirt.

EQUIPMENT.

	No. owned.
Motor cars	3
Trailers	3
Total	6

Cars are equipped with Brill's coupler; two hand and two automatic switches on this line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$10,200 00
Highway crossings at grade without protection, and village streets	14

Passenger cars are heated by small stoves, lighted by electricity and ventilated by ventilating windows.

EMPLOYES.

Average number of persons employed (including officials) during year	5
Aggregate amount of salaries and wages paid them	$3,153 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
SIMEON L. PHILLIPS	President	Liberty st., New York city.
JAMES H. GOULD	Vice-President and Treasurer	Seneca Falls, N. Y.
CLARENCE H. WILLIAMS	Secretary	Seneca Falls, N. Y.
E. F. SLACK	Acting Superintendent	Seneca Falls, N. Y.

Directors of the Company.

Name.	*Residence.*
SIMEON L. PHILLIPS	Liberty st., New York city.
JAMES H. GOULD	Seneca Falls, N. Y.
CLARENCE H. WILLIAMS	Seneca Falls, N. Y.
PETER H. VAN AUKEN	Rochester, N. Y.
WILLIAM B. CLARK	Waterloo, N. Y.
ALONZO H. TERWILLIGER	Waterloo, N. Y.

Title of company, Seneca Electric Railway Company.
General offices at Seneca Falls, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in March.
For information concerning this report, address James H. Gould.

SILVER LAKE.

(Date of charter, July 11, 1870.)

REORGANIZED JUNE 1, 1886.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Issued for actual cash and now outstanding	1,200	120,000	$60,000

Number of stockholders 18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortgage.....	June 1, 1886	10	6	June & Dec...	$68,000	$68,000	$67,500
Car trust	Aug. 15, 1889	6	....	Quarterly	64,800	13,500	13,500
Car trust	Oct. 1, 1890	5	....	Half-yearly...	79,000	21,000	21,000
Total.....	.....	....	....	.....	$202,800	$102,000	$102,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast.....	.....	$1,396 70
Bridges	.....	58 25
Superstructure (including ties)	.....	1,068 80
Rails	.....	4,438 24
Fences	.....	11 50
Passenger and freight stations	.....	354 21
Shops, machinery and tools.....	.....	668 43
Purchase of constructed road	*$500 00	127,500 00
Total cost of road.....	*$500 00	$135,491 13
EQUIPMENT.		
Passenger cars	.....	$324 79
Freight and other cars	.....	194,602 10
Total cost of equipment.....	.....	$195,426 89
Grand total cost of road and equipment	*$500 00	$330,918 02

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

A piece of land, railroad property, was deeded to the Perry Electric Light Company for a consideration of $500 which was paid over to the commissioners of the town of Perry in reduction of mortgage held by them against this company	$500 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation.....		$21,486 65
Less operating expenses (excluding all taxes).....		12,229 33
Net earnings from operation.....		$9,260 32
Income from other sources, as follows, viz.:		
Mileage		26,558 23
Gross income from all sources		$35,818 55
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	$7,818 92	
Taxes on earnings and capital stock.....	679 66	
Taxes other than above.....	320 43	
		8,814 01
Surplus for year ending June 30, 1894.....		$27,004 54

* Credit.

General Income Account.

Surplus for year ending June 30, 1894	$27,004 54
Surplus up to June 30, 1893	139,741 66
Profit and loss	$166,746 20
Capital stock	60,000 00
Total surplus June 30, 1894	$106,746 20

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local	.....	$12,880 66	$12,880 66
Passengers, through and local	$7,773 91	.....	7,773 91
Mail	433 42	.....	433 42
Express	401 46	.....	401 46
Total gross earnings	8,608 99	$12,880 66	$21,489 65

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$1,170 81	$1,756 21	$2,927 02
Repairs of bridges (including culverts and cattle guards)	2 88	4 32	7 20
Repairs of stations, shops, docks, etc.	27 31	40 96	68 27
Total	$1,201 00	$1,801 49	$3,002 49
Maintenance of equipment:			
Repairs of locomotives	$279 62	$419 43	$699 05
Repairs of cars	294 03	.....	294 03
Total	$573 65	$419 43	$993 08
Conducting transportation:			
Wages of conductors and men	$717 02	$1,075 83	$1,792 85
Wages of engineers and firemen	576 02	894 03	1,470 05
Fuel for locomotives	519 84	779 75	1,299 59
Oil and waste	47 95	71 93	119 88
Other train supplies or expenses	26	39	65
Wages of station agents and clerks	278 48	417 72	696 20
Station supplies	15 38	23 06	38 44
Wages of watchmen, flagmen and switchmen	174 60	261 90	436 50
Other expenses for conducting transportation	229 18	343 78	572 96
Total	$2,578 73	$3,868 09	$6,446 82
General expenses:			
Salaries of general officers and clerks	$560 00	$840 00	$1,400 00
General office expenses and supplies	24 50	36 76	61 26
Stationery and printing	82 72	124 09	206 81
Outside agencies and advertising	18 00	27 00	45 00
Loss and damage of freight and baggage	2 99	4 48	7 47
Other general expenses	25 56	39 84	66 40
Total	$714 77	$1,072 17	$1,789 94
Grand total operating expenses	$5,068 15	$7,161 18	$12,229 33

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$135,491 13
Cost of equipment	195,426 89
Current assets, as follows, viz.:	
Cash on hand	$3,250 88
Bills receivable	10,511 57
Due by agents	841 68
Open accounts	3,365 84
Materials and supplies	253 26
	$349,141 25

LIABILITIES.

Capital stock	$120,000 00
Funded debt	102,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	2,677 75
Audited vouchers and pay rolls	2,921 24
Loans and bills payable	14,798 66
Profit and loss (surplus)	106,746 20
	$349,141 25

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	32,894
Number of passengers carried one mile	131,576
Number of tons of freight carried	56,389
Number of tons of freight carried one mile	338,334
Total train mileage	14,144

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$8,608 99	$5,068 15	$3,540 84
Average per passenger carried	261	154	107
Average per passenger per mile	065	038	027
Average per passenger train per mile	608	358	250
Freight earnings and expenses (including miscellaneous earnings)	12,880 66	7,161 18	5,719 48
Average per ton of freight carried	228	127	101
Average per ton of freight per mile	038	021	017
Average per freight train per mile	910	506	404

ITEM. Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes	4
Average rate received per mile for carrying freight, all classes	8

Description of Road and Equipment.

TRACK	Miles owned, all N. Y. State.
Main line authorized from Perry to Silver Springs, N. Y., single track	6.86
Sidings and turnouts on main line	.75
Grand total of tracks, sidings and turnouts	7.61
Laid with steel rail, main line	6.86

Average life of rails — steel, 12 years; iron, 4 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 60 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	1	50

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with coupler.
Locomotives, 4 drivers	1	$6,000	26,000	1	.....
First class passenger cars	1	.....	.....	.....	1
Second class passenger cars	1	.....	.....	.....	1
Baggage, mail and express cars	1	.....	.....	.....	.....
Total	3	.....	.....	.....	2
Box freight cars	20	.....	.....	.....	20
Flat freight cars	500	.....	.....	.....	500
Total	520	.....	.....	.....	520

Hand brake and automatic coupler in use on cars.
Common lever switches in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$52,000
Highway crossings at grade without protection	1

Passenger cars are all heated by coal stoves, lighted by kerosene lamps and ventilated by windows on top
American Express Company, agreed rates, tonnage basis.
Mails are carried twice daily each way.

DESCRIPTION OF FREIGHT MOVED.

ITEM	Tonnage.	Per cent.
Flour	800	1.42
Grain	2,500	4.43
Live stock	1,650	2.93
Lumber	1,200	2.13
Pig and bar iron and steel	60	.10
Coal and coke	12,032	21.34
Petroleum and other oils	190	.34
All other manufactures	665	1.18
All other agricultural products	1,900	3.37
All other articles not included above	35,194	62.41
Total	56,389	100

EMPLOYES.

Average number of persons employed (including officials) during year	18
Aggregate amount of salaries and wages paid them	$7,726 07

Officers of the Company.

Name.	*Title.*	*Official Address*
HARRY YATES	President	Rochester, N. Y.
JOHN A. DALZIEL	Secretary	Rochester, N. Y.

Directors of the Company.

Name.	*Residence.*
ARTHUR G. YATES	Rochester, N. Y.
F. W. YATES	Rochester, N. Y.
HARRY YATES	Buffalo, N. Y.
GEORGE E. MERCHANT	Rochester, N. Y.
J. I. DINKEY	Rochester, N. Y.
R. W. DAVIS	Rochester, N. Y.
E. M. UPTON	Charlotte, N. Y.
CYRUS H. POLLEY	Buffalo, N. Y.
GEORGE L. EATON	Rochester, N. Y.
WALTER J. HOWARD	Rochester, N. Y.
H. A. PAGE	Perry, N. Y.
M. H. OLIN	Perry, N. Y.
R. T. TUTTLE	Perry, N. Y.

Title of company, Silver Lake Railway Company.
General offices at Rochester, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address John A. Dalziel, Secretary.

SKANEATELES.

(Date of charter, April 17, 1866.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,000	$100,000	.....
Issued for actual cash and now outstanding	778	77,800	$77,800

Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds.	July 1, 1879	30	p.c. 6	July & Jan.	$40,000	$10,000	$10,000

Cost of Road and Equipment.

ROAD.

	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$9,750 10
Bridges	2,818 20
Superstructure (including ties and rails)	36,856 63
Land	8,116 64
Passenger and freight stations, engine and car houses	3,153 59
Shops, machinery and tools	3,957 74
Engineering expenses	1,961 54
Total cost of road	$66,674 44

EQUIPMENT.

Locomotives	$31,581 31
Passenger, mail, baggage and express cars	9,344 01
Freight and other cars	800 24
Total cost of equipment	$41,725 56
Grand total cost of road and equipment	$108,400 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$30,902 26
Less operating expenses (excluding all taxes)		18,404 38
Net earnings from operation		$12,497 88
Income from other sources, as follows, viz.:		
Miscellaneous		1,472 75
Sale of coal		500 61
Scrap iron, etc		48 46
Gross income from all sources		$14,519 70
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$300 00	
Taxes on property used in operation of road	847 53	
		1,147 53
Net income from all sources		$13,372 17
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on $77,800 common stock		4,668 00
Surplus for year ending June 30, 1894		$8,704 17

General Income Account.

Surplus for year end'ng June 30, 1894	$8,704 17
Surplus up to June 30, 1893	13,578 39
Total surplus June 30, 1894	$22,282 56

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local	.....	$19,393 45	$19,393 45
Passengers, through and local	$9,342 97	.....	9,342 97
Mail	593 57	.....	593 57
Express	1,572 27	.....	1,572 27
Total gross earnings	$11,508 81	$19,393 45	$30,902 26

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track and roadbed	$1,832 50	$1,832 50	$3,665 00
Repairs of bridges (including culverts and cattle guards)	43 40	43 39	86 79
Repairs of stations, shops, docks, etc.	444 31	444 32	888 63
Total	$2,320 21	$2,320 21	$4,640 42
Maintenance of equipment:			
Repairs of locomotives	$217 58	$217 58	$435 16
Repairs of cars	227 65	227 65	455 30
Total	$445 23	$445 23	$890 46

Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductor and men	$595 28	$595 28	$1,190 56
Wages of engineers and firemen	1,222 77	1,222 78	2,445 55
Fuel for locomotives	1,271 43	1,271 43	2,542 86
Oil and waste	77 08	77 08	154 16
Water supply	78 63	78 63	157 25
Wages of station agents and clerks	726 54	726 54	1,453 08
Wages of watchmen, flagmen and switchmen	225 20	225 20	450 40
Total	$4,196 92	$4,196 94	$8,393 86
General expenses:			
Salaries of general officers and clerks	$1,650 00	$1,650 00	$3,300 00
Stationery and printing	70 15	70 16	140 31
Other general expenses	519 66	519 67	1,039 33
Total	$2,239 81	$2,239 83	$4,479 64
Grand total operating expenses	$9,202 17	$9,202 21	$18,404 38

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$66,674 44
Cost of equipment		41,725 56
Current assets, as follows, viz.:		
Cash on hand		22,282 56
		$130,682 56

LIABILITIES.

Capital stock		$77,800 00
Funded debt		10,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$600 00	
Profit and loss	20,000 00	
		20,600 00
Profit and loss (surplus)		22,282 56
		$130,682 56

Traffic and Mileage Statistics.

ITEM.	
Number of passengers carried	42,141
Number of passengers carried one mile	179,100
Number of tons of freight carried	41,412
Number of tons of freight carried one mile	142,784
Mixed train mileage	16,400

ITEM.	Through and local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	5.69
Average rate received per mile per ton for carrying freight, all classes	13.58

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Junction to Skaneateles, single track	5
Sidings and turnouts on main line	1
Grand total of tracks, sidings and turnouts	6
Laid with steel rail, main line	5

Weight of rails per yard — steel, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate Length.
		Feet.
Wooden trestles	11	460

EQUIPMENT.	Number owned.	Average cost of each.
Locomotives, 4 drivers	2	.....
First class passenger cars	3	$2,500
Baggage, mail and express cars	1	2,000
Total	4	.....
Box freight cars	2	$375
Flat freight cars	1	50
Total	3	.....

Hand brake, link and pin coupler in use on road; stub and split switches on line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation	$1,350 00
Total assessed value of real estate and personal property of company	50,000 00
Highway crossings at grade without protection	8

Passenger cars are heated by Spear car heater, lighted by kerosene oil and ventilated by common ventilator.

The American Express Company operates over road.

The United States government for transportation of mails pays $538 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	719
Grain	1,639
Live stock	94
Lumber	4,479
Pig and bar iron and steel	99
Coal and coke	17,630
Petroleum and other oils	194
All other manufactures	3,211
All other merchandise	1,111
All other agricultural products	4,069
All other articles not included above	8,356
Total	41,412

NUMBER OF ACCIDENTS.

	Killed.
Passengers	1

EMPLOYES.

Average number of persons employed (including officials) during year	17
Aggregate amount of salaries and wages paid them	$11,208 77

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN E. WALLER	President	Skaneateles, N. Y.
H. C. SHERMAN	Vice-President	Hudson, N. Y.
GEORGE BARROW	Secretary	Skaneateles, N. Y.
J. MCNAMARA	Treasurer	Skaneateles, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN E. WALLER	Skaneateles, N. Y.
H. C. SHERMAN	Hudson, N. Y.
JOAB L. CLIFT	Skaneateles, N. Y.
JOHN H. GREGORY	Skaneateles, N. Y.
FREDERICK ROOSEVELT	Skaneateles, N. Y.
L. B. FITCH	Skaneateles, N. Y.
J. MCNAMARA	Skaneateles, N. Y.

Title of company, Skaneateles Railroad Company.
General offices at Skaneateles, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, October 25.
For information concerning this report, address J. McNamara, General Manager.

SOUTH BROOKLYN RAILROAD AND TERMINAL COMPANY.

(Date of charter, September 29, 1886.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	5,000	$500,000	$500,000

Number of stockholders 12

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
First mortgage...	May 1, 1888	40	5	May and Nov.	$1,200,000 00	$1,200,000 00	$509,000
Notes have been issued to the extent of and bear interest at 4 per cent. They are secured by a preferred mortgage for like amount of $100,000, which is a prior lien to the first mortgage above noted	.....	....	....	.....	100,000 00	100,000 00	.....
Notes payable on demand have also been issued to the extent of, which are unsecured by mortgage	.....	....	....	.....	51,768 55	51,768 55	.....
Total.....	.....	....	....	.....	$1,351,768 55	$1,351,768 55	$1,351,768 55

Cost of Road.

	Additions or betterments during year ending June 30, 1894.	Total cost of road up to June 30, 1894.
Construction of road, organization, general and legal expenses.	$29,173 91	$1,189,449 49
Land — depot site.....	.....	313,000 00
Land damages — right of way.....	.....	172,169 15
Passenger and freight stations — depot and buildings.....	2,281 45	212,109 67
Total cost of road.....	$31,455 36	$1,886,728 31

Income Account for Year Ending June 30, 1894.

Gross earnings from operation.....		$8,923 93
Less operating expenses (excluding all taxes).....		4,559 43
Net earnings from operation.....		$4,364 50
Income from other sources, as follows, viz.:		
Rents	$10,958 29	
Interest on deposits.....	22 17	
		10,980 46
Gross income from all sources		$15,344 96
Deductions from income, as follows, viz.:		
Interest on funded and floating debt due and accrued	$65,992 74	
Taxes on property used in operation of road.....	5,565 73	
		71,558 47
Deficit for year ending June 30, 1894		$56,213 51

General Income Account.

Deficit for year ending June 30, 1894	$56,213 51
Deficit up to June 30, 1893	285,061 11
Total deficit June 30, 1894	$341,274 62

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, through	$216 31
Passengers, through	8,715 62
Total gross earnings	$8,923 93

OPERATING EXPENSES.

General expenses:	
Maintenance of property	$4,371 71
Damage to cattle and property	187 72
Total operating expenses	$4,559 43

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,886,728 31
Other permanent investments, as follows, viz.:		
On deposit with Department of City Works of Brooklyn for water meter	$500 00	
Furniture	80 00	
		580 00
Current assets, as follows, viz.:		
Cash on hand	$2,246 56	
Open accounts, B. B. and West End railroad	2,001 81	
		4,248 37
Profit and loss (deficiency)		341,274 62
		$2,232,831 30

LIABILITIES.

Capital stock		$500,000 00
Funded debt		1,200,000 00
Current liabilities, as follows, viz.:		
Interest on funded and floating debt due and accrued	$368,944 83	
Loans and bills payable: Notes secured by preferred mortgage	100,000 00	
Loans and bills payable: Notes payable on demand	51,768 55	
Unpaid taxes	12,117 92	
		532,831 30
		$2,232,831 30

Description of Road and Equipment.

Main line authorized from the bay of New York, near foot of Thirty-eighth street in the city of Brooklyn, parallel with Thirty-eighth street (on its own property) to junction of Thirty-eighth street, near Ninth avenue, with town of New Utrecht, about one mile long. It is laid with 65 and 67 lb. steel rails and ballasted with stone. We have during the past year secured an additional franchise from the last-named point, through the towns of New Utrecht, Flatbush, Flatlands and the Twenty-sixth ward of the city of Brooklyn to the westerly line of the town of Jamaica, near Liberty avenue, about eight additional miles. No work of any nature has yet been done upon this additional line

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron and stone bridges	2	200
Wooden bridges	1	100
Total	3	300

All hand frog and switches in use.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Railroads crossing road over or under grade	2
Highway crossings protected by gates and flagmen	1
Highway crossings over or under grade	3

Use of the roadbed leased to the Brooklyn, Bath and West End Railroad Company on percentage of business done by them over same, they furnishing all cars and transportation and keeping track and roadbed in repair.

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN W. AMBROSE	President	Pier 2, East river, N. Y. city.
JOSEPH RICHARDSON	Vice-President	8 Broad street, N. Y. city.
W. BAYARD CUTTING	Treasurer	32 Nassau street, N. Y. city.
FRANCIS H. BERGEN	Secretary	Pier 2, East river, N. Y. city.

Directors of the Company.

Name.	*Residence.*
JOHN W. AMBROSE	New York city.
JOSEPH RICHARDSON	New York city.
W. BAYARD CUTTING	New York city.
F. K. HAIN	New York city.
CLARENCE STEPHENS	New York city.
J. A. MURRAY	New York city.
J. K. GRAPEN	New York city.

Title of company, South Brooklyn Railroad and Terminal Company.
General offices at Pier 2, East river, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address The Company, Pier 2, East river, New York city.

SOUTHERN CENTRAL.

LESSOR.

LESSEE — LEHIGH VALLEY RAILROAD COMPANY.

(Date of charter, November 17, 1865.)

For history of organization, etc., see Report of 1892.
Operated by the Philadelphia and Reading Railroad Company for one month, ending July 31, 1893, under terms of lease existing between the Lehigh Valley Railroad Company and the Philadelphia and Reading Railroad Company, for 999 years, from December 1, 1891, and for eleven months ending June 30, 1894, by the Lehigh Valley Railroad Company, under terms existing with that company, the lease of the Lehigh Valley Railroad Company to the Philadelphia and Reading Company having been abrogated as of August 1, 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	30,000	$3,000,000	.....
Issued for actual cash and now outstanding	17,749.5	1,774,950	$1,774,950

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage.....	Aug. 1, 1869	30	7	Feb. & Aug.	$1,500,000	$90,000	$79,390 80
First consolidated mortgage.....	Feb. 1, 1882	40	5	Aug. & Feb.	3,400,000	3,300,000	3,123,426 53
First mortgage interest bonds.....	Aug. 1, 1877	10	7	Aug. & Feb.	579,670	210	210 00
Funded coupon bds consolidated mtg.	Nov. 1, 1887	10	4	May & Nov.	494,970	475,740	.....
Total	.....	....	....	.....	$5,974,640	$3,865,950	$3,203,027 33

Cost of Road.

	Additions or betterments during year ending June 30, 1894.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast.....	.....	$966,842 31
Bridges	.....	204,236 89
Superstructure (including ties).....	.....	647,329 74
Rails	.....	1,283,775 43
Land and land damages	.....	417,136 80
Fences	.....	130,956 65
Passenger and freight stations	.....	52,040 69
Engine and car houses.....	.....	29,410 07
Shops, machinery and tools	.....	44,93[illegible] 03
Fuel and water stations.....	.....	24,205 61
Engineering expenses	.....	94,089 91
Interest and discount charged to construction.....	.....	337,791 49
Telegraph line	.....	11,407 53
Wharfing	.....	128,311 00
Sundries	$4,461 64	8,[illegible]05 15
Total cost of road	$4,461 64	$4,380,970 30

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Net income from operation by the Lehigh Valley Railroad Company, lessees, for eleven months from August 1, 1893, to June 30, 1894.....		$51,925 76
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$190,403 10	
Loss from operation by Philadelphia and Reading Railroad Company, lessees	766 78	
Interest on overdue coupons paid	1,449 33	
		192,619 21
Deficit for year ending June 30, 1894.....		$140,693 45

General Income Account.

Deficit for year ending June 30, 1894.....	$140,693 45
Deficit up to June 30, 1893.....	2,033,808 18
Total deficit June 30, 1894	$2,174,501 63

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$4,380,970 38
Accrued interest	74,577 34
Open accounts	37,945 29
Profit and loss (deficiency)	2,174,501 65
	$6,667,294 46

LIABILITIES.

Capital stock	$1,774,950 00
Funded debt	3,865,950 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	1,023,515 81
Open accounts	95 50
Certificates of indebtedness	2,783 15
	$6,667,294 46

Description of Road and Equipment.

TRACK.	Miles owned, in N. Y. State.
Main line authorized from State line to North Fair Haven, single track	115.26
Sidings and turnouts	27 54
Grand total of tracks, sidings and turnouts	142.80
Laid with steel rail	115.26

Average life of ties, 6 years: weight of rails per yard—steel, maximum, 66 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS C. PLATT	President	New York city.
F. P. TABER	Vice-President	Auburn, N. Y.
DEXTER A. SMITH	Secretary	Auburn, N. Y.
H. L. STORKE	Treasurer	Auburn, N. Y.

Directors of the Company.

Name.	*Residence.*
THOMAS C. PLATT	New York city.
ELISH P. WILBER	South Bethlehem, Pa.
H. L. STORKE	Auburn, N. Y.
JOHN TAYLOR	South Bethlehem, Pa.
DEXTER A. SMITH	Auburn, N. Y.
JAMES G. KNAPP	Auburn, N. Y.
E. R. ROBINSON	Fair Haven, N. Y.
JOHN W. DWIGHT	Dryden, N. Y.
ROYAL W. CLINTON	Newark Valley, N. Y.
D. H. MARSH	Groton, N. Y.
S. EDWIN DAY	Moravia, N. Y.
F. P. TABER	Auburn, N. Y.
CHARLES HARTSHORNE	Philadelphia, Pa.

Title of company, The Southern Central Railroad Company.
General offices at Auburn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in November.
For information concerning this report, address H. D. Titus, Assistant Treasurer.

SPUYTEN DUYVIL AND PORT MORRIS.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 24, 1867.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, and now outstanding	9,890	$989,000

Number of stockholders 14

Cost of Road.

	Total cost up to June 30, 1894.
Grading, masonry and ballast	$433,461 31
Bridges	84,037 31
Superstructure (including ties)	161,913 41
Land	228,369 76
Engine and car houses, shops, machinery and tools	8,459 29
Engineering expenses	73,458 92
Total cost of road	$989,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rental from N. Y. C. & H. R. R. R. Co., lessee $79,120 00

Payments from income, as follows, viz.:

Dividends declared, 8 per cent. on $989,000, common stock $79,120 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road $989,000 00

LIABILITIES.

Capital stock $989,000 00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Spuyten Duyvil to Harlem R. R Junc., single track	6.04
Second track on main line	6.04
Sidings and turnouts on main line	.29
Grand total of tracks, sidings and turnouts	12.37
Laid with steel rail, main line	12.37

Gauge of track, 4 feet 8½ inches.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	3	213.6
Wooden bridges	1	10.
Total	4	223.6

Officers of the Company.

Name.	*Title.*	*Official Address.*
CORNELIUS VANDERBILT	President	Grand Central station, N. Y. city.
CHARLES C. CLARKE	Vice-President	Grand Central station, N. Y. city.
EDWIN D. WORCESTER	Secretary	Grand Central station, N. Y. city.
EDWARD V. W. ROSSITER	Treasurer	Grand Central station, N. Y. city.

Directors of the Company.

Name.	*Residence.*
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
HORACE J HAYDEN	New York city.
SAMUEL F. HARGER	New York city.
JOHN B. DUTCHER	New York city.
EDWARD V. W. ROSSITER	New York city.
FRANCIS P. FREEMAN	New York city.
ALFRED VAN SANTVOORD	New York city.
EDWIN D WORCESTER	New York city.
H. WALTER WEBB	New York city.

Title of company, Spuyten Duyvil and Port Morris Railroad Company.
General offices at New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in May.
For information concerning this report, address John Carstensen, Comptroller, New York Central and Hudson River Railroad Company, Grand Central depot, New York city.

STATEN ISLAND.

LESSOR.

LESSEE—STATEN ISLAND RAPID TRANSIT.

(Date of charter, March 20, 1873.)

For history of organization, etc., see Report of 1892.

During the past year the 14,000 outstanding shares of $15 each of this company have been exchanged for a like number of new shares of $75, to more nearly represent the value of the company's property, and the "cost of road" has been increased accordingly.

This company has this year purchased from the lessee company the second track from Clifton to New Dorp, with stations, grounds, sidings, etc., and is preparing to extend this second track to Tottenville, N. Y.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	14,000	$1,050,000 00	.....
Issued for actual cash	2,800	$210,000 00	$210,000 00
Issued on account of construction	11,200	840,000 00	.....
Total now outstanding	14,000	$1,050,000 00	$210,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
First mortgage	June 1, 1898	50	4½	Jun & Dec.	$1,000,000 00	$447,000 00	$435,884 44

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Purchase of constructed road	$797,521 19	$1,068,711 19
EQUIPMENT.		
Locomotives	.....	$23,292 02
Passenger cars	.....	24,9 5 84
Mail, baggage and express cars	.....	4, 00 00
Barges, floats and tugs	.....	294,388 53
Total cost of equipment	.....	$346,196 39
Grand total cost of road and equipment	$797,521 19	$,435,407 58

Income Account for Year Ending June 30, 1894.

Rentals from lessee company	$81,0-3 75
Less expenses of organization, etc	4 015 77
Gross income from all sources	$77,067 98
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	21,483 75
Net income from all sources	$55,584 23
Payments from net income, as follows, viz.:	
Dividends declared, 5½ per cent. on $1,050,000 common stock	56,000 00
Deficit for year ending June 30, 1894	$4 5 77

General Income Account.

Deficit for year ending June 30, 1894	$415 77
Surplus up to June 30, 1893	131, 04 69
	$130,683 92
Carried to construction account	128,586 39
Total surplus June 30, 1894	$1,-02 53

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,068,711 19
Cost of equipment	316,696 39
Current assets, as follows, viz.:	
Cash on hand	63,394 95
	$1,498,802 53

LIABILITIES.

Capital stock	$1,050,000 00
Funded debt	447,000 00
Profit and loss (surplus)	1,802 53
	$1,498,802 53

Officers of the Company.

Name.	*Title.*	*Official Address.*
FRANK S. GANNON	President	Foot Whitehall st., N. Y. city.
JOSEPH TATE	Vice-President	Foot Whitehall st., N. Y. city.
EDWARD CURRY	Secretary and Treasurer	Foot Whitehall st., N. Y. city.

Directors of the Company.

Name.	*Residence.*
FRANK S. GANNON	New Brighton, N. Y.
A. HORRMAN	Stapleton, N. Y.
L. DEYONGE, Jr	Stapleton, N. Y.
JOSEPH TATE	Tompkinsville, N. Y.
C. A. CANAVELLS	Brooklyn, N. Y.
E. P. GOODWIN	New York city.
G. F. KRESCHER	New York city.
JAMES M. FITZ GERALD	New York city.
JAMES J. WINANTS	Rossville, N. Y.
WALKER F. ELLIOT	Tottenville, N. Y.
J. H. F. MAYO	Rosebank, N. Y.
CHAS. H. BASS	New York city.
WILLIAM KING	Perth Amboy, N. J.

Title of company, Staten Island Railway Company.
General offices at New Brighton, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in April.
For information concerning this report, address Edward Curry, Secretary and Treasurer.

STATEN ISLAND RAPID TRANSIT.

(Date of charter, April 4, 1880.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	5,000	$500,000	.....
Issued for actual cash	13	$1,300	$1,300
Issued on account of construction	4,987	498,700	498,700
Total now outstanding	5,000	$500,000	$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p. c.				
First mortgage	Oct. 1, 1883	30	6	April & Oct.	$1,000,000	$1,000,000	$900,000
Second mortgage	Jan. 1, 1886	40	5	Jan. & July	2,500,000	2,500,000	2,654,000
Income mortgage	Nov. 21, 1885	60	....	.....	4,500,000	4,500,000	.....
Total	.....	....	....	.....	$8,000,000	$8,000,000	$3,554,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Arthur Kill bridge	.....	$451,374 19
Grading, masonry and ballast	$64,244 86	383,354 48
Bridges	2,842 37	172,950 29
Superstructure (including ties)	169 68	56,235 29
Block and crossing signals	3,199 45	10,235 03
Rails	.....	64,069 66
Sidings	.....	15,563 82
Land	8 00	367,694 46
Land damages	.....	121,416 09
Fences	.....	9,761 06
Passenger and freight stations	4,668 43	127,537 31
Engine and car houses	59 62	14,340 71
Fuel and water stations	.....	11,451 47
Engineering expenses	.....	57,667 90
Purchase of constructed road	.....	5,897,720 16
Telegraph line	.....	24 66
Wharfing, ferry docks and piers	157,726 88	206,556 20
Freight slips and piers	.....	167,410 23
Whitehall street buildings and piers	1 35	197,496 55
Incidentals	.....	4,283 03
Total cost of road	$235,655 64	$8,338,013 26
EQUIPMENT.		
Locomotives	$26,650 00	$79,918 25
Passenger cars	88,784 00	227,985 52
Mail, baggage and express cars	.....	1,532 16
Freight and other cars	.....	6,197 39
Barges, floats and tugs	.....	383,935 26
Shop machinery and tools	.....	6,257 32
Total cost of equipment	$115,434 00	$705,826 50
Grand total cost of road and equipment	$348,289 64	$9,043,839 76

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Road.

The company has invested in new ferry docks and piers at St. George, S. I.	$157,726 88
Other construction, including extension of line from Arrochan to South Beach, six-tenths of a mile	75,128 76

Equipment.

Four passenger locomotives	26,650 00
Twenty-four passenger cars	88,784 00
	$348,289 64

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$1,031,373 24
Less operating expenses (excluding all taxes)		664,731 56
Gross income from all sources		$366,641 68
Deductions from income, as follows, viz.:		
Interest on funded and floating debt due and accrued	$200,923 13	
Rentals	81,063 75	
Taxes on property used in operation of road	10,400 00	
Taxes on earnings and capital stock	6,400 00	
Taxes other than above	10,820 03	
		309,626 91
Surplus for year ending June 30, 1894		$57,014 77

General Income Account.

Surplus for year ending June 30, 1894	$57,014 77
Deficit up to June 30, 1893	106,861 11
	$49,846 34
Added to profit and loss during current year, being amount paid to Baltimore and Ohio Railroad Company for interest on advances, 1889 to 1894	64,921 97
Total deficit June 30, 1894	$114,768 31

DETAILED STATEMENT OF RENTALS.

Staten Island railway	$81,063 75

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through and local		.....	$99,799 16	$99,799 16
Passengers, through and local		$448,375 51	.....	448,375 51
Mail		1,914 80	.....	1,914 80
Express		7,957 48	.....	7,957 48
Miscellaneous, as follows, viz.:				
Ferry earnings	$458,761 86			
Boat excursions	1,194 57			
Privilege and rentals	13,221 51			
Car service and extra baggage	148 35			
		473,326 29	.....	473,326 29
Total gross earnings		$931,574 08	$99,799 16	$1,031,373 24

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$10,363 74	$1,866 85	$12,230 19
Repairs of roadbed	14,048 49	2,519 85	16,568 34
Repairs of bridges (including culverts and cattle guards)	6,920 07	1,241 46	8,161 53
Repairs of stations, shops, docks, etc	5,057 95	907 23	5,965 18
Other expenses for maintenance of way and structures	763 13	136 87	900 00
Total	$37,152 98	$6,672 26	$43,825 24
Maintenance of equipment:			
Repairs of locomotives	$23,887 22	$3,827 22	$27,714 44
Repairs of cars	15,255 91	2,736 42	17,992 33
Repairs of machinery and tools	1,436 71	257 69	1,694 40
Other expenses for maintenance of equipment	2,312 44	414 32	2,726 76
Total	$42,892 28	$7,235 65	$50,127 93
Conducting transportation:			
Wages of conductors and men	$33,872 11	$6,075 57	$39,947 68
Wages of engineers and firemen	24,167 75	4,334 92	28,502 67
Fuel for locomotives	48,466 82	5,958 35	54,425 17
Oil and waste	2,154 76	386 49	2,511 25
Water supply	2,461 26	441 47	2,902 73
Other train supplies or expenses	648 73	116 35	765 08
Wages of station agents and clerks	41,148 01	7,357 79	48,505 80
Wages for labor at stations	16,297 38	2,919 55	19,196 93
Station supplies	7,205 48	1,292 43	8,497 91
Wages of watchmen, flagmen and switchmen	16,689 76	3,172 65	19,862 41
Other expenses for conducting transportation, including ferry expenses	261,627 70	46,927 84	308,555 54
Total	$454,719 76	$79,083 41	$533,803 17
General expenses:			
Salaries of general officers and clerks	$19,321 79	$3,465 48	$22,787 27
General office expenses and supplies	800 78	152 22	953 00
Legal expenses	5,110 67	916 69	6,027 36
Other general expenses	6,111 41	1,096 18	7,207 59
Total	$31,344 65	$5,630 57	$36,975 22
Grand total operating expenses	$566,109 67	$98,621 89	$664,731 56

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$8,238,013 26
Cost of equipment	705,826 50
Other permanent investments, as follows, viz.:	
Rentals in advance, etc	10,312 67
Current assets, as follows, viz.:	
Cash on hand	60,463 71
Bills receivable	5,295 97
Due by agents	35,287 02
Open accounts	321,016 35
Materials and supplies	32,496 06
Profit and loss (deficiency)	114,768 31
	$9,623,429 85

LIABILITIES.

Capital stock	$500,000 00
Funded debt	8,000,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	78,475 00
Road rental accrued	19,490 25
Audited vouchers and pay rolls	146,362 96
Open accounts	62,076 64
Loans and bills payable	8.7,025 00
	$9,623,429 85

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	.....	8,236,322	8,236,322
Number of passengers carried one mile	.....	62,178,964	62,178,964
Number of tons of freight carried	474,644	15,069	489,713
Number of tons of freight carried one mile	3,330,254	135,621	3,465,875
Passenger train mileage	.....	.....	419,055
Freight train mileage	.....	.....	41,945
All other train mileage	.....	.....	54,740
Total train mileage	.....	.....	515,740

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$931,574 08	$566,109 67	$365,464 41
Average per passenger carried	11310	06873	04437
Average per passenger per mile	01498	00910	00588
Average per passenger train per mile	2 22	1 35	87
Freight earnings and expenses (including miscellaneous earnings)	99,799 16	98,621 89	1,177 27
Average per ton of freight carried	20379	20139	00240
Average per ton of freight per mile	02879	02846	00033
Average per freight train per mile	2 37	2 08	29

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.498
Average rate received per mile per ton for carrying freight, all classes	2.579

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Tottenville to Arthur Kill bridge, single track	8.6	12.7	21.3
Total of branches or other roads authorized, Clifton to South Beach, single track	2.3	.....	2.3
Total single track	10.9	12.7	23.6
Second track on main line	6.9	4.2	11.1
Second track on branches or other roads	2.3	.....	2.3
Total second track	9.2	4.2	13.4
Sidings and turnouts on main line	8.24	2.	10.24
Grand total of tracks, sidings and turnouts	28.34	18.9	47.24
Laid with steel rail, main line	8.6	12.7	21.3
Laid with steel rail, branches or other roads	2.3	.....	2.3

Average life of ties, 4 years; weight of rails per yard—steel, maximum, 67 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 56 lbs; gauge of track, 4 feet 8¾ inches; ballasted with stone and cinders.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	3	179
Wooden trestles	7	10,100
Total	10	10,279

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each, in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	13	5	18	145,700	18	18
First class passenger cars	75	13	88	34,900	88	88
Box freight cars	4	3	7	18,000	7	7
Flat freight cars	4	4	8	16,000	.....	.....
Total	8	7	15	.....	7	7

Passenger cars are equipped with Eames vacuum brakes and Janney coupler.
Split switches in use.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	18
Highway crossings at grade protected by gates or flagmen	39
Highway crossings over or under grade	9
Overhead obstructions less than twenty feet above track	5

Passenger cars are heated by steam, lighted by oil lamps, and ventilated by dome ventilators.

The United States Express Company runs over this line, paying 25 per cent. of its earnings from business over ferries and railroads.

The Baltimore and Ohio Railroad Company uses the tracks of the company's road to move freight between Arthur Kill bridge and St. George, S. I., using its own cars, paying all train expenses and ten cents per ton trackage on all such freight moved.

No preference given.

The United States government pays this company $656.23, per quarter, for transportation of its mails by boats and train.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	35,919	7.33
Grain	9,098	1.86
Meats and provisions	17,023	3.48
Live stock	179	.03
Lumber	41,613	8.50
Pig and bar iron and steel	5,179	1.06
Coal and coke	93,272	19.05
Petroleum and other oils	12,150	2.48
All other manufactures	12,041	2.46
All other merchandise	60,257	12.30
All other agricultural products	20,698	4.23
All other articles not included above	183,289	37.23
Total	489,718	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	1	1	2
Others	5	4	9
Total	6	5	11

EMPLOYES.

Average number of persons employed (including officials and ferry employes) during year	590
Aggregate amount of salaries and wages paid them	$404,084 10

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. FRANK EMMONS	President	56 Broadway, New York city.
THOMAS M. KING	Managing Director	Baltimore, Md.
FRANK S. GANNON	General Superintendent	Foot of Whitehall st., N. Y. city.
WILLIAM KEUTGEN	Secretary	Foot of Whitehall st., N. Y. city.
EDWARD CURRY	Treasurer	Foot of Whitehall st., N. Y. city.

Directors of the Company.

Name.	*Residence.*
J. FRANK EMMONS	Rosebank, S. I., N. Y.
O. S. WOOD	Rosebank, S. I., N. Y.
A. B BOARDMAN	New Brighton, S. I., N. Y.
JAMES S. DAVIS	Grymes Hill, S. I., N. Y.
LOUIS DE JONGE	Stapleton, S. I., N. Y.
FRANK S. GANNON	New Brighton, S. I., N. Y.
CHARLES F. MAYER	Baltimore, Md.
THOMAS M. KING	Baltimore, Md.
ORLAND SMITH	Baltimore, Md.
C. K. LORD	Philadelphia, Pa.
C. J. RYAN	Baltimore, Md.
W. G. ATKINSON	Baltimore, Md.
A. C. ROSE	New York city.

Title of company, The Staten Island Rapid Transit Railroad Company.
General offices at foot of Whitehall street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Tuesday in April.
For information concerning this report, address Edward Curry, Treasurer.

STERLING MOUNTAIN.

(Date of charter, May 18, 1864.)

Capital Stock and Funded Debt.

CAPITAL STOCK

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,600	$80,000 00	$80,000 00

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.			
Income mortgage bonds	May 2, 1881	p. c. *7	February 1	$475,674	$475,674	$475,674

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry, ballast, bridges, fences, superstructure (including ties and rails)	$283,933 00
Land and land damages	12,554 19
Passenger and freight stations, engine and car houses, shops, machinery, tools and fuel and water stations	10,201 25
Engineering expenses	5,219 79
Total cost of road	$310,908 23
EQUIPMENT.	
Locomotives	$53,700 00
Barges, floats and tugs	142,255 79
Total cost of equipment	$195,955 79
Grand total cost of road and equipment	$506,864 02

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$19,372 18
Less operating expenses (excluding all taxes)	15,537 73
Net earnings from operation	$3,834 45
Income from other sources, as follows, viz.:	
Rents	448 75
Gross income from all sources	$4,283 20

* If earned.

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	$385 69	
Taxes on earnings and capital stock	108 43	
Taxes other than above	249 18	
		$743 30
Surplus for year ending June 30, 1894		$3,539 90

General Income Account.

Surplus for year ending June 30, 1894	$3,539 90
Deficit up to June 30, 1893	199,153 16
Total deficit June 30, 1894	$195,613 26

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local	$18,992 83
Passengers, all local	379 35
Total gross earnings	$19,372 18

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track, roadbed and bridges (including culverts and cattle guards)	$3,544 32
Repairs of stations, shops, docks, etc	57 07
Other expenses for maintenance of way and structures	13 52
Total	$3,614 91
Maintenance of equipment:	
Repairs of locomotives	$807 36
Repairs of cars	10 99
Other expenses for maintenance of equipment	100 00
Total	$918 35
Conducting transportation:	
Wages of conductors, men, engineers and firemen	$2,791 49
Fuel for locomotives	1,493 25
Oil and waste	170 38
Total	$4,455 12
General expenses:	
Salaries of general officers and clerks	$6,549 35
Grand total operating expenses	$15,537 73

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$310,908 23
Cost of equipment	195,955 79
Current assets, as follows, viz.:	
Materials and supplies	4,299 20
Profit and loss (deficiency)	195,613 26
	$706,767 48

LIABILITIES.

Capital stock	$80,000 00
Funded debt	475,674 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	180 16
Loans and bills payable	150,913 32
	$706,767 48

Traffic and Mileage Statistics.

ITEM.	
Number of passengers carried	1,779
Number of passengers carried one mile	115,299
Number of tons of freight carried	69,740
Number of tons of freight carried one mile	539,198
Mixed train mileage	8,888

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Sterlington, N. Y., to Lakeville, N. Y., single track	7.6
Sidings and turnouts on main line	1.0
Total of tracks, sidings and turnouts	8.6
Laid with steel rail, main line	7.45
Laid with iron rail, main line	.15

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

EQUIPMENT.	No. owned.
Locomotives, 6 drivers	2
Locomotives, 4 drivers	1
Total	3
Gondola freight cars	118
Caboose, 4-wheel cars	1
Total	119

DESCRIPTION OF FREIGHT MOVED

ITEM.	Tonnage.
Iron or other ores	65,619
Coal and coke	2,556
All other merchandise	1,565
Total	69,740

Officers of the Company.

Name.	*Title.*	*Official Address.*
MACGRANE COXE	President	51 Wall st., New York city.
JAY COOKE, Jr	Secretary	51 Wall st., New York city.
B. MOFFATT, Jr	Treasurer	51 Wall st., New York city.
H. H. KNOX	Superintendent	Sterlington, N. Y.

Directors of the Company.

Name.	*Residence.*
WM. B. ANDERSON	New York city.
PETER T. BARLOW	New York city.
JAY COOKE, Jr	Philadelphia, Pa.
MACGRANE COXE	New York city.
VICTOR GUILLON	Philadelphia, Pa.
JAMES D. ROWLAND	Philadelphia, Pa.
JAMES P. SCOTT	Philadelphia, Pa.
WM. H. SMITH	New York city.
B. MOFFATT, Jr	New York city.

Title of company, Sterling Mountain Railroad Company.
General offices at Sterlington, Rockland county, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Tuesday in April.
For information concerning this report, address B. Moffatt, Jr., Treasurer, 51 Wall street, New York city.

STONY CLOVE AND CATSKILL MOUNTAIN.

(Date of charter, January 18, 1881.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	2,000	$200,000	.....
Issued for actual cash and now outstanding	1,240	124,000	$124,000

Number of stockholders 11

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$152,735 19
Bridges	16,619 01
Superstructure (including ties) and rails	98,656 30
Land, land damages and fences	7,804 41
Passenger and freight stations	3,760 21
Engine and car houses	3,644 19
Shops, machinery and tools	1,003 49
Fuel and water stations	1,022 69
Engineering expenses	4,595 42
Total cost of road	$289,740 84

EQUIPMENT.	
Locomotives	$26,730 25
Passenger, mail, baggage and express cars	20,234 10
Freight and other cars	8,090 49
Total cost of equipment	$55,054 84
Grand total cost of road and equipment	$344,795 68

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$45,673 77
Less operating expenses (excluding all taxes)		26,072 30
Gross income from all sources		$19,601 47
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$1,688 26	
Taxes on earnings and capital stock	484 84	
Taxes other than above	77 33	
		2,250 43
Surplus for year ending June 30, 1894		$17,351 04

General Income Account.

Surplus for year ending June 30, 1894	$17,351 04
Surplus up to June 30, 1893	223,204 30
Total surplus June 30, 1894	$240,555 34

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local	.....	$15,195 01	$15,195 01
Passengers, all local	$28,520 88	.....	28,520 88
Mail	746 16	.....	746 16
Express	1,121 72	.....	1,121 72
Miscellaneous, as follows, viz.:			
Train service	63 00	27 00	90 00
Total gross earnings	$30,451 76	$15,122 01	$45,673 77

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed and track	$3,328 75	$1,426 61	$4,755 36
Repairs of bridges (including culverts and cattle guards)	81 87	35 08	116 95
Repairs of stations, shops, docks, etc	535 90	229 67	765 57
Repairs of fences	168 13	72 06	240 17
Other expenses for maintenance of way and structures	191 34	82 00	273 34
Total	$4,305 98	$1,845 41	$6,151 39
Maintenance of equipment:			
Repairs of locomotives	$1,764 29	$755 12	$2,520 41
Repairs of cars	998 49	427 92	1,426 41
Repairs of machinery and tools	7 08	3 03	10 11
Other expenses for maintenance of equipment	13 52	5 80	19 32
Total	$2,783 38	$1,192 87	$3,976 25
Conducting transportation:			
Wages of conductors and men	$2,291 81	$982 20	$3,274 01
Wages of engineers and firemen	2,211 97	947 98	3,159 95
Fuel for locomotives	3,321 32	1,423 42	4,744 74
Oil and waste	53 31	22 84	76 15
Water supply	166 26	71 25	237 51
Other train supplies or expenses	113 74	48 75	162 49
Wages of station agents and clerks	459 62	196 98	656 60
Wages for labor at stations	462 22	198 09	660 31
Station supplies	158 66	68 00	226 66
Other expenses for conducting transportation	904 09	387 46	1,291 55
Total	$10,143 00	$4,346 97	$14,489 97
General expenses:			
Salaries of general officers and clerks	$78 75	$33 75	$112 50
General office expenses and supplies	11 20	4 80	16 00
Stationery and printing	230 83	98 93	329 76
Outside agencies and advertising	232 43	99 61	332 04
Loss and damage of freight and baggage	1 75	75	2 50
Damage to cattle and property	3 50	1 50	5 00
Telegraph maintenance and operation	310 10	132 90	443 00
Mileage of cars of other companies (debit balance)	139 22	59 67	198 89
Other general expenses	10 50	4 50	15 00
Total	$1,018 28	$436 41	$1,454 69
Grand total operating expenses	$18,250 64	$7,821 66	$26,072 30

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$289,740 84
Cost of equipment		55,054 84
Current assets, as follows, viz.:		
Cash on hand	$19,436 22	
Due by agents	758 61	
Open accounts	5,542 02	
Materials and supplies	524 00	
		26,240 85
		$371,036 53

LIABILITIES.

Capital stock		$124,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$6,478 81	
Deferred pay roll account	2 38	
		6,481 19
Profit and loss (surplus)		240,555 34
		$371,036 53

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	34,934
Number of passengers carried one mile	394,488
Number of tons of freight carried	14,110
Number of tons of freight carried one mile	157,722
Passenger train mileage	28,820

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$30,451 76	$18,250 64	$12,201 12
Average per passenger carried	871	522	349
Average per passenger per mile	077	046	030
Average per passenger train per mile	1.509	904	604
Freight earnings and expenses (including miscellaneous earnings)	15,222 01	7,821 66	7,400 35
Average per ton of freight carried	1.078	554	524
Average per ton of freight per mile	076	049	026
Average per freight train per mile	1.760	904	855

ITEM.	All local. Cents.
Computed on earnings from carrying freight only.	
Average rate received per mile for carrying passengers, all classes	7.229
Average rate received per mile per ton for carrying freight, all classes	9.634

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Phœnicia, N. Y., to Hunter, N. Y., single track	14.30
Sidings and turnouts on main line	1.12
Grand total of tracks, sidings and turnouts	15.42
Laid with steel rail, main line, sidings	15.42

Average life of rails—steel, 15 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 42 lbs.; minimum, 42 lbs; gauge of track, 3 feet; ballasted with gravel.

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	3	405
Wooden trestles	2	177
Total	5	582

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	2	$18,365 00	56,000	2	.....
First class passenger cars	3	$3,500 00	18,000	3	3
Observation cars	4	1,500 00	18,000	4	4
Combination passenger and baggage cars	2	2,800 00	18,000	2	2
Baggage, mail and express cars	1	2,100 00	16,000	1	1
Total	10	.....	.....	10	10
Flat freight cars	7	$421 68	10,000	.....	.....
Service cars	5	148 75	200	.....	.....
Sets of transfer trucks	16	285 35	8,000	.....	.....
Total	28	.....	.....	.....	.....

Passenger cars are equipped with the Westinghouse automatic brake. Miller platform coupler and freight cars with hand brake coupled with link and pin.

Split switches and spring frogs are in use on entire road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	$61,900
Highway crossings at grade without protection	8
Highway crossings over or under grade	2
Overhead obstructions less than twenty feet above track	1

Passenger cars are heated by stoves, lighted by oil lamps and ventilated by ventilators in deck roof and over doors.

American Express Company runs over road; no special contract.

Compensation for transportation of United States mails, $746.15 per annum.

DESCRIPTION OF FREIGHT MOVED

ITEM.	Tonnage.	Per cent.
Flour	523	3.707
Grain	1,238	8.774
Meats and provisions	253	1.793
Lumber	1,434	10.163
Coal and coke	1,567	11.105
Petroleum and other oils	132	.935
Stone	1,680	11.907
All other merchandise	2,544	18.029
All other articles not included above	4,739	33.586
Total	14,110	100

EMPLOYES.

Average number of persons employed (excluding officials) during the year.....	34
Aggregate amount of salaries and wages paid them.....	$15,789 05

Officers of the Company.

Name.	*Title.*	*Official Address.*
HORACE G. YOUNG.....	President.....	Rondout, N. Y.
A. S. STAPLES.....	Vice-President	Rondout, N. Y.
THOMAS C. HOORNBEEK	Treasurer	Rondout, N. Y.
JAMES H. JONES	General Superintendent.....	Rondout, N. Y.
N. A. SIMS.....	General Freight and Passenger Agt.	Rondout, N. Y.
R. B. JONES	Auditor and Secretary.....	Rondout, N. Y.

Directors of the Company.

Name.	*Residence.*
HORACE G. YOUNG.....	Albany, N. Y.
J. D. LAYNG	New York city.
R. C. PRUYN	Albany, N. Y.
A. S. STAPLES.....	Rondout, N. Y.
J. H. TREMPER	Kingston, N. Y.
H. C. LOOP	Kingston, N. Y.
CHAS. BRAY...	Kingston, N. Y.
J. H. JONES.....	Rondout, N. Y.
R. B. JONES.....	Rondout, N. Y.

Title of company, Stony Clove and Catskill Mountain Railroad Company.
General offices at Rondout, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in January.
For information concerning this report, address R. B. Jones, Auditor.

SUSPENSION BRIDGE AND ERIE JUNCTION.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 16, 1868.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	10,000	$1,000,000	
Issued for actual cash and now outstanding....	5,000	500,000	$500,000

Number of stockholders.....	17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
Mortgage bonds	July 1, 1870	30	p.c. 7	Jan. & July.	$1,000,000	$1,000,000	$1,000,000

Cost of Road.

	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$307,701 02
Bridges	.....	146 75
Superstructure (including ties)	$110 47	627,918 40
Rails	149 93	
Land	.....	213,525 86
Fences	.....	5,861 82
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	.....	68,747 33
Engineering expenses	.....	68,048 54
Interest and discount charged to construction	.....	650,000 00
Telegraph line	.....	520 86
Total cost of road	$260 40	$1,932,464 58

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Siding at Tonawanda	$260 40

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,932,464 58
Sundries	86 42
	$1,932,551 00

LIABILITIES.

Capital stock		$500,000 00
Funded debt		1,000,000 00
Advances:		
Erie Railway Company	$261,736 54	
New York, Lake Erie and Western Railroad Company	170,814 46	
		432,551 00
		$1,932,551 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Suspension Bridge to East Buffalo, single track	23.32	.....	23.32
Total of branches or other roads, authorized	.69	15.12	15.81
Main line laid, first or single track	23.32	.....	23.32
Branches or other roads, first or single track	.69	15.12	15.81
Total single track	24.01	15.12	39.13
Second track on main line	4.84	.....	4.84
Second track on branches or other roads	.50	.....	.50
Total second track	5.34	.....	5.34
Sidings and turnouts on main line	16.851	.....	16.851
Sidings and turnouts on branches or other roads	.260	3.233	3.493
Total sidings and turnouts	17.111	3.233	20.344
Grand total of tracks, sidings and turnouts	46.461	18.353	64.814
Laid with steel rail, main line	23.16	.....	23.16
Laid with steel rail, branches or other roads	1.19	15.12	16.31

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length in New York State, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Lockport and Buffalo	Tonawanda	Lockport	15.12	Leased.	.....	15.12
Niagara Falls Extension	Falls Junction	Niagara Falls	.69	Owned.	.50	1.19

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	10	1,484
Wooden bridges	2	122
Wooden trestles	3	290
Lockport and Buffalo railway	2	160
Total	17	2,076

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	8
Railroads crossing over or under grade	4
Highway crossings at grade without protection	49
Highway crossings at grade protected by gates or flagmen	16
Highway crossings over or under grade	2

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN KING	Pres'dent	P. O. box 839, New York city.
A. R. MACDONOUGH	Secretary	P. O. box 839, New York city.
EDWARD WHITE	Treasurer.	P. O. box 839, New York city.

Directors of the Company.

Name.	*Residence.*
JOHN KING	New York city.
J. J. MCCULLOUGH	New York city.
H. H. COOK	New York city.
OGDEN MILLS	New York city.
GEORGE W. QUINTARD	New York city.
WILLIAM DIBBEY	New York city.
W. A. WHEELOCK	New York city.
WILLIAM WHITEWRIGHT	New York city.
E. B. THOMAS	New York city.
A. R. MACDONOUGH	New York city.
ANDREW DONALDSON	New York city.
G. H. VAILLANT	New York city.
F. G. BABCOCK	Hornellsville, N. Y.

Title of company, Suspension Bridge and Erie Junction Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, last Tuesday in November.
For information concerning this report, address A. R. Macdonough, Secretary, P. O. box 839, New York city.

SYRACUSE AND BALDWINSVILLE.

NOT IN OPERATION.

(Date of charter, January 27, 1891.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter	600	$60,000	1,000	$100,000
Issued for reorganization and now outstanding	86.20	8,620	856.40	$85,640

Grand total of common and preferred stock now outstanding $94,260
Number of stockholders 24

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized under reorganization.	Amount outstanding under reorganization.
			p.c.			
First mortgage	July 1, 1891	49	4	Jan. and July	$115,000	$109,000
Bond, scrip, etc	July 1, 1891	....	4	Jan and July	.....	6,000
Total	.....	....	....	.....	$115,000	$115,000

Cost of Road.

Purchase of constructed road and reorganization *$18,268 27

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Less deductions from cost of road.		
Sale of locomotive	$3,300 00	
Sale of rails, bridges and switches	6,968 27	
		$10,268 27
Bonds on hand issued for reorganization and included in cost of last year		8,000 00
Total		$18,268 27

Income Account for Year Ending June 30, 1894.

Interest on funded debt paid by Delaware, Lackawanna and Western Railroad Company	$807 13	
Taxes on capital stock advanced by Delaware, Lackawanna and Western Railroad Company	14 14	
		$821 27
Less increase of "assets" during year		10 21
Deficit for year ending June 30, 1894		$811 06

* Credit.

General Income Account.

Deficit for year ending June 30, 1894	$811 06
Deficit up to June 30, 1893	3,490 74
Total deficit June 30, 1894	$4,301 80

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$190,991 73
Other permanent investments, as follows, viz.:	
First mortgage bonds on hand	8,000 00
Current assets, as follows, viz.:	
Open accounts	5,943 00
Sundries	23 47
Profit and loss (deficiency)	4,301 80
	$209,260 00

LIABILITIES.

Capital stock	$94,260 00
Funded debt	115,000 00
	$209,260 00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Baldwinsville to Amboy, single track	6.00
Less taken up, abandoned	5.05
Total single track	.95
Sidings and turnouts on main line	1.12
Less taken up, branches or other roads	.06
Total sidings and turnouts	1.06
Grand total of tracks, sidings and turnouts	2.01
Laid with steel rail, main line	0.95

Officers of the Company.

Name.	*Title.*	*Official Address.*
R. G. ROLSTON	President	New York city.
FREDERICK H. GIBBONS	Secretary and Treasurer	New York city.
W. T. HALLSTEAD	General Manager	Scranton, Pa.

Directors of the Company.

Name.	*Residence.*
R. G. ROLSTON	New York city.
JACOB AMOS	Syracuse.
FREDERICK H. GIBBONS	New York city.
SAMUEL SLOAN, JR	New York city.
W. H. LEUPP	New York city.
E. M. MARSTON	New York city.
F. F. BENTLEY	Baldwinsville.
F. M. PATCHEN	New York city.
R. A. DORMAN	New York city.

Title of company, Syracuse and Baldwinsville Railway Company.
General offices at Syracuse.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, last Friday in January.
For information concerning this report, address Frederick H. Gibbons, Secretary and Treasurer, 26 Exchange place, New York city.

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$3,853 00	$13,358 06	$17,211 06
Steel rails laid, 347 tons; cost, $9,894.24	1,796 99	7,597 25	9,394 24
Repairs of roadbed	16,402 51	52,893 77	69,296 28
Repairs of bridges (including culverts and cattle guards)	1,714 50	5,944 67	7,659 17
Repairs of stations, shops, docks, etc	5,289 44	11,936 82	17,226 26
Repairs of fences	2,948 34	8,296 44	11,217 78
Other expenses for maintenance of way and structures	254 58	540 90	795 48
Total	$32,259 31	$100,540 91	$132,800 22
Maintenance of equipment:			
Repairs of locomotives	$6,791 10	$22,616 00	$29,407 10
Repairs of cars	13,966 21	35,517 62	49,483 83
Repairs of machinery and tools	2,058 92	4,569 74	6,628 66
Total	$22,816 23	$62,703 36	$85,519 59
Conducting transportation:			
Wages of conductors and men	$10,025 57	$17,279 83	$27,305 40
Wages of engineers and firemen	16,184 85	18,366 80	34,551 65
Fuel for locomotives	19,827 23	31,530 96	51,358 19
Oil and waste	1,244 28	2,806 58	4,050 86
Water supply	1,159 34	2,610 54	3,769 88
Other train supplies or expenses	2,959 57	4,528 47	7,488 04
Wages of station agents and clerks	5,703 84	13,537 00	19,240 84
Wages for labor at stations	.....	23,343 05	23,343 05
Station supplies	1,378 65	2,683 33	4,061 98
Wages of watchmen, flagmen and switchmen	7,830 78	17,180 71	25,011 67
Other expenses for conducting transportation	757 83	1,682 60	2,440 43
Total	$67,071 94	$135,549 87	$202,621 81
General expenses:			
Salaries of general officers and clerks	$4,480 65	$9,819 35	$14,300 00
General office expenses and supplies	162 94	341 08	504 02
Stationery and printing	841 69	1,845 80	2,687 49
Outside agencies and advertising	1,214 83	2,691 34	3,900 17
Legal expenses	1,445 48	2,963 93	4,408 41
Loss and damage of freight and baggage	.....	79 45	79 45
Damage to cattle and property	240 57	435 23	675 80
Injuries to persons	2,708 17	2,539 43	5,247 60
Telegraph maintenance and operation	3,359 51	7,363 10	10,722 61
Mileage of cars of other companies (debit balance)	.....	16,597 58	16,597 58
Other general expenses	1,709 92	3,679 60	5,389 52
Total	$16,163 76	$40,354 89	$56,518 65
Grand total operating expenses	$138,311 24	$347,149 03	$485,460 27

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$4,225,917 20
Cost of equipment		398,289 76
Current assets, as follows, viz.:		
Cash on hand	$1,043 17	
Open accounts	247,029 67	
Materials and supplies	25,564 27	
		273,637 11
		$4,897,844 07

LIABILITIES.

Capital stock		$2,500,000 00
Funded debt		1,966,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$38,605 00	
Dividends unpaid	20 00	
Audited vouchers and pay rolls	38,375 16	
Open accounts	27,554 42	
		104,554 58
Profit and loss (surplus)		327,289 49
		$4,897,844 07

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	28,560	283,428	311,988
Number of passengers carried one mile	2,038,745	7,669,578	9,708,323
Number of tons of freight carried	180,993	130,764	311,757
Number of tons of freight carried one mile	13,002,280	6,630,221	19,632,501
Passenger train mileage	.....	.....	255,944
Freight train mileage	.....	.....	171,238
All other train mileage	.....	.....	439,932
Total train mileage	.....	.....	867,114

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$275,404 38	$138,311 94	$137,093 14
Average per passenger carried	8835	4437	4308
Average per passenger per mile	0283	0142	0141
Average per passenger train per mile	1 07	54	53
Freight earnings and expenses (including miscellaneous earnings)	612,692 45	347,149 03	265,543 42
Average per ton of freight carried	1 96	1 11	85
Average per ton of freight per mile	0312	0177	0135
Average per freight train per mile	3 57	2 02	1 55

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	3	3	3
Average rate received per mile for carrying passengers, second class	2	2	2
Average rate received per mile for carrying passengers, all classes	1.414	2.261	2.083
Average rate received per mile per ton for carrying freight, all classes	0.926	1.782	1.215

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Binghamton to Geddes, single track	81.
Second track on main line	31.50
Sidings and turnouts on main line	39.76
Grand total of tracks, sidings and turnouts	152.26
Laid with steel rail, main line	430.46
Laid with iron rail, main line	21.80

Average life of rails—steel, 12 years; iron, 6 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE, IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	59	2,317

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	1	$7,000	154,000	15	1	.....
Locomotives, 6 drivers	9	8,800	148,000	15	9	.....
Locomotives, 4 drivers	9	9,000	155,000	15	9	6
Total	19	.....	.....	.....	19	6
First class passenger cars	8	$5,500	54,000	15	8	8
Baggage, mail and express cars	3	2,000	46,000	15	3	3
Total	11	.....	.....	.....	11	11
Box freight cars	487	$500	25,000	10	16	39
Flat freight cars	81	4 5	24,000	10	2	8
Caboose, 4-wheel cars	4	400	16,000	10	.....	.....
Caboose, 8-wheel cars	5	550	24,000	10	.....	3
Service cars	10	575	4,500	10	8	.....
Total	587	.....	.....	.....	26	41

Passenger cars are equipped with Westinghouse air brake and Gould automatic coupler. Freight cars are equipped with hand brake and Gould, Smillie and Dowling automatic coupler. Wharton and split switches are used on entire line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	81
Railroads crossing road at grade	4
Highway crossings at grade without protection	8
Highway crossings at grade protected by gates or flagmen	22
Highway crossings over or under grade	11

Passenger cars are heated by Gould steam storage system, lighted by oil and ventilated by transom deck sash.

United States Express Company and Produce Despatch Company run over this line of road and pay about $4,330 per month.

Pullman sleeping and parlor cars, owned jointly by Pullman's Palace Car Company and Delaware, Lackawanna and Western Railroad Company run over line under agreement with latter company.

The Lackawanna Line and Great Eastern Line run over this line under agreement with the Delaware, Lackawanna and Western Railroad Company.

The United States government pay from July 1, 1893, $13,293 per annum, per allotment.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	9,075	2.91
Grain	6,380	2.05
Meats and provisions	19,947	6.40
Live stock	5,160	1.65
Lumber	16,701	5.36
Pig and bar iron and steel	85,320	27.37
Iron or other ores	161	.05
Coal and coke	402	.13
Petroleum and other oils	4,447	1.43
All other manufactures	37,827	12.13
All other merchandise	32,236	10.34
All other agricultural products	26,980	8.65
All other articles not included above	67,121	21.53
Total	311,757	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	4	2	6
Others	1	3	4
Total	5	5	10

EMPLOYES.

Average number of persons employed (including officials) during year	764
Aggregate amount of salaries and wages paid them	$407,143 69

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAMUEL SLOAN	President	26 Exchange place, N. Y. city.
FRED F. CHAMBERS	Secretary	26 Exchange place, N. Y. city.
FREDERICK H. GIBBENS	Treasurer	26 Exchange place, N. Y. city.
WM. F. HALLSTEAD	General Manager	Scranton, Pa.
A. H. SCHWARZ	Superintendent	Syracuse, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
GEORGE BLISS	New York city.
URIEL A. MURDOCK	New York city.
ERASTUS F. HOLDEN	Syracuse, N. Y.
FREDERICK H. GIBBENS	New York city.
FRED F. CHAMBERS	Somerville, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS	East Orange, N. J.
EDWIN R. HOLDEN	New York city.
WM. S. SLOAN	New York city.
DANIEL S. LAMONT	New York city.
SAMUEL SLOAN, Jr.	New York city.

Title of company, The Syracuse, Binghamton and New York Railroad Company.
General offices at Syracuse, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Wednesday in December.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

SYRACUSE, GENEVA AND CORNING.

LESSOR.

LESSEE — FALL BROOK.

(Date of charter, October 1, 1885.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	13,250	$1,325,000	.....
Issued for actual cash	278	$27,800	$27,800
Issued on account of construction	12,972	1,297,200	.....
Total	13,250	$1,325,000	$27,800

Number of stockholders 43

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p. c.			
* First mortgage	Nov. 15, 1875	30	7	May 15 & Nov. 15	$1,000,000	†$720,700
Second mortgage	Mar. 1, 1879	30	5	March 1 & Sept. 1	600,000	†600,000
Total	....	....	....	.....	$1,600,000	$1,320,700

Cost of Road.	Total cost up to June 30, 1894.
Grading, masonry and ballast	$954,350 44
Bridges	406,687 01
Superstructure (including ties) and rails	1,020,959 72
Land and land damages	295,246 06
Fences	43,586 70
Passenger and freight stations	62,476 39
Engineering expenses	108,397 17
Telegraph line	3,310 50
Cost of constructing Penn Yan and New York railroad	125,000 00
Total cost of road	$3,019,953 99

* The first mortgage bonds, the original actual issue of which amounted to $1,000,000, have an accumulating sinking fund of one per cent. per annum, under the application of which $35,800 was taken up during the past year. The whole amount that has been taken up is $251,300 leaving $748,300 now outstanding.

† Issued by contractors to pay for construction

Income Account for Year Ending June 30, 1894.

Rent from Fall Brook Railway Company, Lessee		$215,052 73
Interest on deposits, etc		553 41
Gross income from all sources		$215,606 14
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$81,173 50	
Taxes on capital stock	3,975 00	
Salaries and office expenses	2,007 53	
		87,156 03
Net income from all sources		$128,450 11
Payments from net income, as follows, viz.:		
Dividends declared, 9 per cent. on $1,325,000 common stock		119,250 00
Surplus for year ending June 30, 1894		$9,200 11

General Income Account.

Surplus for year ending June 30, 1894	$9,200 11
Surplus up to June 30, 1893	411,541 52
Total surplus June 30, 1894	$420,741 63

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$3,019,953 99
Cash on hand	62,793 76
	$3,082,747 75

LIABILITIES.

Capital stock	$1,325,000 00
Funded debt	1,320,700 00
Interest on funded debt due and accrued	16,306 12
Profit and loss (surplus)	420,741 63
	$3,082,747 75

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Geneva, N. Y., to Corning, N. Y., single track	57.75
Branches, single track	6.43
Sidings and turnouts on main line	22.75
Sidings, turnouts, branches or other roads	2.75
Grand total of tracks, sidings and turnouts	89.68
Laid with steel rail, main line	57.75
Laid with steel rail, branches or other roads	6.43

Weight of rails per yard—steel, maximum, 76 lbs.; minimum, 62 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length in New York State, miles.	Owned or leased.	Miles laid with steel rail.
Penn Yan	Penn Yan, N. Y.	Dresden, N. Y.	6.43	Owned	6.43

SYRACUSE, GENEVA AND CORNING.

LESSOR.

LESSEE — FALL BROOK.

(Date of charter, October 1, 1835.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	13,250	$1,325,000	.....
Issued for actual cash	278	$27,800	$27,800
Issued on account of construction	12,972	1,297,200	.....
Total	13,250	$1,325,000	$27,800

Number of stockholders 43

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
			p. c.			
* First mortgage	Nov. 15, 1875	30	7	May 15 & Nov. 15	$1,000,000	†$720,700
Second mortgage	Mar. 1, 1879	30	5	March 1 & Sept. 1	600,000	†600,000
Total	....	....	....	.....	$1,600,000	$1,320,700

Cost of Road.	Total cost up to June 30, 1894.
Grading, masonry and ballast	$954,850 44
Bridges	406,637 01
Superstructure (including ties) and rails	1,020,959 72
Land and land damages	295,246 06
Fences	43,586 70
Passenger and freight stations	62,476 39
Engineering expenses	108,397 17
Telegraph line	3,310 50
Cost of constructing Penn Yan and New York railroad	125,000 00
Total cost of road	$3,019,953 99

* The first mortgage bonds, the original actual issue of which amounted to $1,000,000, have an accumulating sinking fund of one per cent. per annum, under the application of which $25,800 was taken up during the past year. The whole amount that has been taken up is $251 700 leaving $748,300 now outstanding.

† Issued by contractors to pay for construction

Income Account for Year Ending June 30, 1894.

Rent from Fall Brook Railway Company, Lessee		$215,052 73
Interest on deposits, etc		553 41
Gross income from all sources		$215,606 14
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$81,173 50	
Taxes on capital stock	3,975 00	
Salaries and office expenses	2,007 53	
		87,156 03
Net income from all sources		$128,450 11
Payments from net income, as follows, viz.:		
Dividends declared, 9 per cent. on $1,325,000 common stock		119,250 00
Surplus for year ending June 30, 1894		$9,200 11

General Income Account.

Surplus for year ending June 30, 1894	$9,200 11
Surplus up to June 30, 1893	411,541 52
Total surplus June 30, 1894	$420,741 63

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$3,019,953 99
Cash on hand	62,793 76
	$3,082,747 75

LIABILITIES.

Capital stock	$1,325,000 00
Funded debt	1,320,700 00
Interest on funded debt due and accrued	16,306 12
Profit and loss (surplus)	420,741 63
	$3,082,747 75

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Geneva, N. Y., to Corning, N. Y., single track	57.75
Branches, single track	6.43
Sidings and turnouts on main line	22.75
Sidings, turnouts, branches or other roads	2.75
Grand total of tracks, sidings and turnouts	89.68
Laid with steel rail, main line	57.75
Laid with steel rail, branches or other roads	6.43

Weight of rails per yard—steel, maximum, 76 lbs.; minimum, 62 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length in New York State, miles.	Owned or leased.	Miles laid with steel rail.
Penn Yan	Penn Yan, N. Y.	Dresden, N. Y	6.43	Owned	6.43

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	20	3,[illegible]
Wooden bridges	1	26
Wooden trestles	3	435
Total	24	3,[illegible]

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE J. MAGEE	President	Corning, N. Y.
JOHN LANG	Vice-President	Corning, N. Y.
EDWIN D. WORCESTER	Treasurer	Grand Central depot, New York city
LOUIS P. MILLER	Secretary	Corning, N. Y.

Directors of the Company.

Name.	*Residence.*
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
SAMUEL F. BARGER	New York city.
EDWIN D. WORCESTER	New York city.
DWIGHT W. PARDEE	Sea Cliff, L. I.
EDWARD V. W. ROSSITER	Flushing, N. Y.
JAMES TILLINGHAST	Buffalo, N. Y.
GEORGE J. MAGEE	Watkins, N. Y.
DANIEL BEACH	Watkins, N. Y.
JOHN LANG	Watkins, N. Y.
JOHN MAGEE	Watkins, N. Y.
ABRAM S. STOTHOFF	Watkins, N. Y.
AUSTIN LATHROP	Corning, N. Y.

Title of company, The Syracuse, Geneva and Corning Railway Company.
General offices at Watkins, N. Y.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, second Thursday in May.
For information concerning this report, address E. D. Worcester, Treasurer, Grand Central depot, New York city.

SYRACUSE, GENEVA AND CORNING.

LESSEE.

*Cost of Equipment.	Total cost of equipment up to June 30, 1894.
Locomotives	$562,357 73
Passenger cars	59,670 00
Mail, baggage and express cars	39,131 65
Freight and other cars	1,471,434 90
Total cost of equipment	$2,132,594 28

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$645,158 20
Less operating expenses (excluding all taxes)	436,015 44
Gross income from all sources	$209,142 76

* Furnished by lessee and used in connection with the operating the Pine Creek and Fall Brook railways, 240.32 miles.

Deductions from income, as follows, viz.:

Rentals Syracuse, Geneva and Corning Railway Company	$215,052 73	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	9,653 43	
		$224,706 16
Deficit for year ending June 30, 1894		$15,563 38

DETAILED STATEMENT OF RENTALS.

Syracuse, Geneva and Corning Railway Company	$215,052 73

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$563,088 08			
Freight, local	15,687 87	.....	$578,775 90	$578,775 90
Passengers, through	$4,889 68			
Passengers, local	45,849 96			
		$50,689 64	.....	50,689 64
Mail		4,748 22	.....	4,748 22
Express		5,541 58	.....	5,541 58
Miscellaneous, as follows, viz.:				
Extra baggage	$809 01			
Union News Company	75 00			
Weighing machines	18 68			
		903 69	.....	903 69
Switching		.....	4,500 19	4,500 19
Total gross earnings		$61,882 13	$583,276 09	$645,158 22

OPERATING EXPENSES.

Maintenance of way and structures:				
Repairs of track		$2,816 51	$23,013 67	$23,830 18
Steel rails laid, 17,918 tons; cost	$2,965 26			
Fastenings	1,793 55			
	$4,758 81			
Less old rails sold	766 69			
		548 04	3,444 08	3,992 12
Repairs of roadbed		1,837 94	19,312 53	21,140 47
Repairs of bridges (including culverts and cattle guards)		391 03	3,476 16	3,867 19
Repairs of stations, shops, docks, etc		100 65	1,298 35	1,399 00
Repairs of fences		124 36	2,379 74	2,504 10
Other expenses for maintenance of way and structures		643 08	1,531 44	2,174 52
Total		$6,451 61	$54,455 97	$60,907 58
Maintenance of equipment:				
Repairs of locomotives		$3,957 46	$32,266 60	$36,224 06
Repairs of cars		2,515 80	24,685 76	27,201 56
Repairs of machinery and tools		104 13	1,360 10	1,464 23
Other expenses for maintenance of equipment		299 26	3,499 36	3,798 62
Total		$6,876 65	$61,811 82	$68,688 47
Conducting transportation:				
Wages of conductors and men		$3,829 66	$40,748 10	$44,577 76
Wages of engineers and firemen		3,603 18	42,963 62	46,566 80
Fuel for locomotives		2,923 65	36,343 65	39,267 30
Oil and waste		281 04	2,588 10	2,869 14
Water supply		189 21	2,951 88	3,141 09
Other train supplies or expenses		100 83	1,416 55	1,517 38
Wages of station agents and clerks		2,446 40	14,450 50	16,896 90
Wages for labor at stations		.....	6,666 29	6,666 29
Station supplies		108 57	1,241 59	1,350 16
Wages of watchmen, flagmen and switchmen		221 73	8,671 75	8,893 47
Other expenses for conducting transportation		85 00	103 00	188 00
Total		$13,789 26	$158,145 03	$171,934 29

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$1,890 46	$22,407 94	$24,298 40
General office expenses and supplies	463 29	2,839 75	3,303 04
Stationery and printing	274 22	1,444 00	1,718 22
Legal expenses	185 00	2,022 31	2,207 31
Loss and damage of freight and baggage	10 50	104 60	115 10
Damage to cattle and property	58 75	49 25	108 00
Injuries to persons	206 20	310 83	517 03
Telegraph maintenance and operation	927 33	7,208 58	8,135 91
Mileage of cars of other companies (debit balance)	1,092 76	22,557 92	23,650 68
Other general expenses	42 89	388 52	431 41
Total	$5,151 40	$129,333 70	$134,485 10
Grand total operating expenses	$32,268 92	$403,746 52	$436,015 44

Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total.
Number of passengers carried	6,033	130,817	136,850
Number of passengers carried one mile	271,131	2,333,337	2,604,468
Number of tons of freight carried	2,428,356	85,189	2,523,545
Number of tons of freight carried one mile	126,674,039	3,470,768	130,144,807
Passenger train mileage	.....	.....	134,241
Freight train mileage	.....	.....	488,614
All other train mileage	.....	.....	262
Total train mileage	.....	.....	623,117

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$61,882 13	$32,268 92	$29,613 21
Average per passenger carried	45 71	2358	2164
Average per passenger per mile	0 876	012 38	01137
Average per passenger train per mile	4609	2 03	2206
Freight earnings and expenses (including miscellaneous earnings)	583,276 09	403,746 52	179,529 57
Average per ton of freight carried	2311	1599	0711
Average per ton of freight per mile	004481	003102	001378
Average per freight train per mile	1 1937	8261	3675

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	1.785	1.9649	1.947
Average rate received per mile per ton for carrying freight, all classes	.4445	.447	.4446

Description of Road and Equipment.

TRACK.	Miles leased, all in N. Y. State.
Main line authorized from Corning, N. Y., to Geneva, N. Y., single track	57.75
Total of branches or other roads authorized	7.07
Total single track	64.82
Sidings and turnouts on main line	25.27
Sidings and turnouts on branches or other roads	3.10
Total sidings and turnouts	28.37
Grand total of tracks, sidings and turnouts	93.19
Laid with steel rail, main line	57.75
Laid with steel rail, branches or other roads	7.07

Weight of rails per yard—steel, maximum, 75 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State, miles.	Owned or leased.	Miles laid with steel rail.
Penn Yan branch	Dresden, N. Y.	Penn Yan, N. Y.	7.07	Leased	7.07

BRIDGES.	ENTIRE LINE IN NEW YORK STATE. Number.	Aggregate length.
		Feet.
Iron bridges	21	3,448
Wooden trestles	5	547
Total	26	3,995

EQUIPMENT.	Number owned.	Maximum weight of each, in lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	33	160,000	33	.....
Locomotives, 6 drivers	27	148,000	26	.....
Locomotives, 4 drivers	14	118,000	14	.....
Total	74	.....	73	.....
First class passenger cars	20	.....	20	20
Second class passenger cars	5	.....	5	5
Baggage, mail and express cars	10	.....	10	10
Total	35	.....	35	35
Box freight cars	471	.....	52	438
Stock freight cars	24	.....	.....	23
Coal freight cars	2,776	.....	33	1,902
Flat freight cars	10	.....	.....	.....
Caboose, 4-wheel cars	54	.....	.....	.....
Caboose, 8-wheel cars	1	.....	.....	.....
Service cars	11	.....	3	5
Total	3,347	.....	88	2,368

Westinghouse brake and Miller coupler on passenger cars, Westinghouse automatic and ordinary hand brake and Gould couplers on freight cars on this road.

Lorenzo patent improved switches on entire line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	58
Railroad crossings over or under grade	2
Highway crossings at grade without protection	58
Highway crossings at grade protected by gates or flagmen	3
Highway crossings over or under grade	1
Overhead obstructions less than twenty feet above track	6

Passenger cars are heated by Martin anti-fire heaters, lighted by lamps with headlight oil and ventilated by lattice in roof of cars.

American Express Company pays first class rates; the railway company furnishes and maintains the cars.

Red, White, Nickel Plate, Blue, Merchants' Despatch, West Shore, Hoosac Tunnel and Southwest Despatch furnish cars at regular mileage rates. The railway pays a proportion of expenses and receives a *pro rata* of a fixed through rate of freight. No preference given.

The United States government pays for transportation of mails on main line, $4,497.40; Penn Yan branch, $283.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	99,103	3.9
Grain	95,593	3.9
Meats and provisions	4,948	.2
Live stock	2,943	.1
Lumber	89,437	3.5
Pig and bar iron and steel	14,156	.6
Iron or other ores	145	.....
Coal and coke	1,944,150	77.0
Petroleum and other oils	6,436	.3
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	25,028	1
All other manufactures	52,397	2.1
All other merchandise	57,727	2.3
All other agricultural products	92,681	3.7
All other articles not included above	35,697	1.4
Total	2,523,645	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	17	1	18
Others	2	2	4
Total	19	3	22

EMPLOYES.

Average number of persons employed (including officials) during year	468
Aggregate amount of salaries and wages paid them	$271,870 94

Title of lessee company, Fall Brook Railway Company.
General offices at Corning, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday of November.
For information concerning this report, address John Lang, First Vice-President.

TIOGA.

FOR ITSELF AND AS LESSEE OF THE ELMIRA STATE LINE.

(Date of charter, February 28, 1826; reorganized April 6, 1850.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter ...	10,000	$1,000,000	.....	.....	.....
Issued for actual cash and now outstanding.....	7,894	$391,200	3,794	$189,700	$580,900

Number of stockholders 18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c				
First mortgage	1853	1917	5	May and Nov.	$350,000	$239,500	$239,500
Third rail mortgage	1876	1896	7	May and Nov.	375,000	125,000	125,000
Tioga extension	1875	1905	7	April and Oct.	265,000	265,000	265,000
*Elmira State Line Railroad Company bonds...	1875	1905	7	April and Oct.	160,000	160,000	160,000
Total	.....	....	....	.....	$1,150,000	$789,500	$789,500

†Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Sale of land.....	‡$2,950 00	.....
Total cost of road.....	‡$2,950 00	.....
EQUIPMENT.		
Grand total cost of road and equipment.....	‡$2,950 00	$1,471,753 98

* Both principal and interest of the latter bonds are guaranteed by the Tioga Railroad Co.

† Details of the cost of road and equipment cannot be furnished. The books of the Tioga Railroad Company came into possession of the New York, Lake Erie and Western Railroad Company in 1885, and prior to that date the records do not show sufficient detail to analyze the account into the subheads required.

‡ Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Credit to construction for amount received for sale of land at Blossburg, Pa....	$2,950 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$274,981 44
Less operating expenses (excluding all taxes)		146,849 17
Gross income from all sources		$128,132 27
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$50,475 00	
Rentals of leased lines	14,794 00	
Taxes on property used in operation of road	1,147 42	
Taxes on earnings and capital stock	5,060 61	
		71,477 03
Surplus for year ending June 30, 1894		$56,655 24

General Income Account.

Surplus for year ending June 30, 1894		$56,655 24
Surplus up to June 30, 1893	$2,436,546 77	
Less adjustment of account with the Blossburg Coal Co.	100,000 00	
		2,336,546 77
Total surplus June 30, 1894		$2,393,202 01

DETAILED STATEMENT OF RENTALS.

Elmira State Line railroad, 7 per cent. on $29,200 stock	$2,044 00
Arnot and Pine Creek railroad, 5 per cent. on $255,000 stock	12,750 00
Total amount of rentals deducted from income	$14,794 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$153,670 58			
Freight, local	54,844 27			
		.....	$208,514 85	$208,514 85
Passengers, through and local		$55,232 60	.....	55,232 60
Mail	.....	5,140 91	.....	5,140 91
Express		2,502 46	.....	2,502 46
Miscellaneous, as follows, viz.:				
Rents	$2,300 37			
Miscellaneous	1,290 25			
		1,615 78	1,974 84	3,590 62
Total gross earnings		$64,491 75	$210,489 69	$274,981 44

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$9,148 15	$16,989 31	$26,137 46
Repairs of bridges (including culverts and cattle guards)	856 53	1,590 73	2,447 26
Repairs of stations, shops, docks, etc.	667 29	1,232 95	1,899 24
Repairs of fences	83 32	152 85	235 17
Other expenses for maintenance of way and structures	512 63	954 46	1,467 09
Total	$11,266 92	$20,910 30	$32,177 22
Maintenance of equipment:			
Repairs of locomotives	$2,587 05	$12,807 91	$15,394 96
Repairs of cars	1,846 76	2,191 54	4,038 30
Repairs of machinery and tools	107 31	199 29	306 60
Other expenses for maintenance of equipment	1,629 30	3,025 84	4,655 14
Total	$6,170 42	$18,224 58	$24,395 00

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
Conducting transportation:			
Wages of conductors and men	$6,751 99	$11,957 49	$18,709 48
Wages of engineers and firemen	5,284 71	10,053 13	15,337 84
Fuel for locomotives	4,978 85	10,859 10	15,837 95
Oil and waste	280 11	869 22	1,149 33
Water supply	563 17	1,045 86	1,609 03
Other train supplies or expenses	1,080 56	543 25	1,623 81
Wages of station agents and clerks	1,908 44	4,436 21	6,344 65
Wages for labor at stations	724 08	2,558 87	3,282 95
Station supplies	903 72	1,449 67	2,353 39
Other expenses for conducting transportation	77 17	.....	77 17
Total	$22,552 80	$43,772 80	$66,325 60
General expenses:			
Salaries of general officers and clerks	$1,609 92	$3,278 00	$4,887 92
Stationery and printing	250 98	466 12	717 10
Outside agencies and advertising	3 84	7 11	10 95
Legal expenses	459 77	853 84	1,313 61
Loss and damage of freight and baggage	.....	12 06	12 06
Damage to cattle and property	67 17	124 73	191 90
Injuries to persons	28 88	53 62	82 50
Telegraph maintenance and operation	1,775 68	4,667 51	6,443 19
Mileage of cars of other companies (debit balance)	1,813 94	8,433 21	10,246 15
Other general expenses	16 11	29 86	45 97
Total	$6,025 29	$17,926 06	$23,951 35
Grand total operating expenses	$46,015 43	$100,833 74	$146,849 17

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$1,471,733 93
Other permanent investments, as follows, viz.:		
Stock of other companies		1,000 00
Real estate and buildings		39,391 90
Arnot and Pine Creek railroad additions		3,350 74
Current assets, as follows, viz.:		
Due by companies and individuals		2,292,257 60
		$3,807,734 17

LIABILITIES.

Capital stock		$580,900 00
Funded debt		789,500 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$10,891 66	
Dividends unpaid	342 00	
Accrued rentals of leased lines	3,698 50	
		14,932 16
Elmira State Line Railroad Company stock		29,200 00
Profit and loss (surplus)		2,393,202 01
		$3,807,734 17

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	41,931	101,689	143,620
Number of passengers carried one mile	1,079,794	1,227,007	2,306,801
Number of tons of freight carried	365,039	297,537	663,576
Number of tons of freight carried one mile	16,841,839	8,571,342	25,413,181
Passenger train mileage	.....	.....	89,859
Freight train mileage	.....	.....	107,265
All other train mileage	.....	.....	33,279
Total train mileage	.....	.....	230,403

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	$64,491 75	$46,015 43	$18,476 32
Average per passenger carried.....	4491	3204	1287
Average per passenger per mile.....	02795	01995	008
Average per passenger train per mile.....	657	478	179
Freight earnings and expenses (including miscellaneous earnings)	210,489 69	100,833 74	109,655 95
Average per ton of freight carried.....	3172	1519	1653
Average per ton of freight per mile.	00828	00397	00431
Average per freight train per mile.....	1 59	76	83

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and Local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class.....	2.286	2.492	2.396
Average rate received per mile for carrying passengers, second class	1.749	.....	1.749
Average rate received per mile for carrying passengers, all classes	2.268	2.492	2.394
Average rate received per mile per ton for carrying freight, all classes	.912	.640	.830

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line authorized from State Line Junc., N. Y., to Hoytville, Pa., single track	.....	42.836	6.503	18.337	6.503	61.173
Total of branches or other roads, authorized	.....	3.554	.....	.....	.....	3.554
Total single track	.....	46.390	6.503	18.337	6.503	64.727
Sidings and turnouts on main line	.928	15.965	.536	5.036	1.463	21.001
Sidings and turnouts on branches or other roads	.....	1.392	.....	.....	.....	1.392
Total sidings and turnouts	.928	17.357	.536	5.036	1.463	22.393
Grand total of tracks, sidings and turnouts.	.928	63.747	7.039	23.373	7.966	87.12
Laid with steel rail, main line.....	.....	42.826	6.503	13.163	6.503	55.989
Laid with steel rail, branches or other roads	.....	3.564	.....	.....	.....	3.564
Laid with iron rail, main line	.....	.....	.....	5.174	.....	5.174
Total	.....	46.390	6.503	18.337	6.503	64.727

Average life of rails — steel, 12 years; iron, 7 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 63 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State, miles.	Entire length, miles.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Morris Run branch	Blossburg	Morris, Pa.	.....	3.564	Owned	3.564	.....
Elmira State Line R. R.	State Line Junc.	Pa. State Line	6.508	6.508	Leased	6.508	.....
Arnot & Pine Creek R. R.	Arnot Junc., Pa.	Hoytville, Pa.	.....	11.834	Leased	5.750	6.084

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron bridges	.....	.....	8	1,594
Wooden bridges	2	175.10	13	886.2
Wooden trestles	11	1,043.4	24	1,905.4
Total	13	1,219.2	45	4,315.6

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	2	$8,500	150,000	1	.....
Locomotives, 6 drivers	3	7,500	140,000	.....	.....
Locomotives, 4 drivers	2	6,500	130,000	2	.....
Total	7	.....	.....	3	.....
First class passenger cars	4	$5,000	.....	.....	.....
Second class passenger cars	3	3,000	.....	.....	.....
Baggage, mail and express cars	3	1,500	.....	.....	.....
Total	10	.....	.....	.....	.....
Box freight cars	21	$400	.....	.....	.....
Coal freight cars	76	350	.....	.....	1
Flat freight cars	95	300	.....	.....	10
Caboose, 4-wheel cars	2	500	.....	.....	.....
Service cars	5	500	.....	.....	.....
Total	199	.....	.....	.....	11

Westinghouse air brake and Janney coupler in use on passenger cars; hand brake, links and pin and Master Car Builders' couplers on freight cars.

Split switches in use on main tracks; stub switches for other points.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	9.7	67.79
Highway crossings at grade without protection	3	73
Highway crossings over or under grade	.....	6
Overhead obstructions less than twenty feet above track	.....	7

Passenger cars are heated by steam from locomotives, lighted by 300° oil, and ventilated by movable sash in clear story and in doors.

Wells, Fargo & Company run over line at 40 per cent. of earnings.

No contract recognized for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	4,574	.69
Grain	5,301	.80
Meats and provisions	671	.10
Live stock	898	.13
Lumber	50,408	7.60
Pig and bar iron and steel	404	.06
Iron or other ores	12	.01
Coal and coke	578,977	87.25
Petroleum and other oils	900	.14
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	537	.08
All other manufactures	2,412	.36
All other merchandise	5,243	.79
All other agricultural products	3,837	.58
All other articles not included above	9,407	1.41
Total	663,576	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employes	10	1	11
Others	2	.....	2
Total	13	1	14

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN KING	President	P. O. Box 839, N. Y. city.
E. B. THOMAS	Vice-President	P. O. Box 839, N. Y. city.
A. R. MACDONOUGH	Secretary	P. O. Box 839, N. Y. city.
EDWARD WHITE	Treasurer	P. O. Box 839, N. Y. city.

Directors of the Company.

Name.	*Residence.*
JOHN KING	New York city.
J. G. MCCULLOUGH	New York city.
WILLIAM WHEELOCK	New York city.
OGDEN MILLS	New York city.
H. H. COOK	New York city.
WILLIAM LIBBEY	New York city.
ANDREW DONALDSON	New York city.
GEORGE W. QUINTARD	New York city.
H. W. RATHBONE	Elmira, N. Y.
E. B. THOMAS	New York city.
G. H. VAILLANT	New York city.
J. F. MAGUIRE	Elmira, N. Y.

Title of company, Tioga Railroad Company.
General offices at 21 Cortlandt street, New York city.
Date of close of fiscal year, December 3 .
Date of stockholders' annual meeting, first Monday in November.
For information concerning this report, address A. R. Macdonough, Secretary, P. O. box 839, New York city.

TIVOLI HOLLOW.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, May 15, 1893.)

Incorporated under chapter 565 of the Laws of 1890 and acts amendatory thereof and supplemental thereto

The Tivoli Hollow railroad is operated under contract by the New York Central and Hudson River Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	325	$32,500

Number of stockholders	15

Cost of Road.	Total cost of road up to June 30, 1894.
Purchase of constructed road	$32,500 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$32,500 00

LIABILITIES.

Capital stock	$32,500 00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from West Albany to lumber yards, Albany, single track	1.23
Sidings and turnouts on main line	.25
Total tracks, sidings and turnouts	1.48
Laid with steel rail, main line	1.23

Gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES C. CLARKE	President	Grand Central station, New York.
H. WALTER WEBB	Vice-President	Grand Central station, New York.
E. V. W. ROSSITER	Treasurer	Grand Central station, New York.
IRA A. PLACE	Secretary	Grand Central station, New York.
WALTER KATTE	Chief Engineer	Grand Central station, New York.

Directors of the Company.

Name.	*Residence.*
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	Sing Sing, N. Y.
H. WALTER WEBB	New York city.
JOHN M. TOUCEY	Garrisons, N. Y.
JOHN B. DUTCHER	Pawling, N. Y.
E. V. W. ROSSITER	Flushing, N. Y.
FRANK LOOMIS	New York city.
F. A. HARRINGTON	Albany, N. Y.
IRA A. PLACE	New York city.

Title of company, Tivoli Hollow Railroad Company.
General offices at Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in April.
For information concerning this report, address John Carstensen, Comptroller, New York Central and Hudson River Railroad Company, Grand Central station, New York city.

TROY AND BENNINGTON.

LESSOR.

LESSEE — FITCHBURG.

(Date of charter, May 27, 1851.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	1,508	$150,800
Issued for actual cash	754	$75,400
Issued on account of construction	754	75,400
Total now outstanding	1,508	$150,800

Number of stockholders 57

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.			
First mortgage registered bonds	*1880	p.c. 6	Feb. and Aug.	$72,000	$33,000	$33,990

* Payable at various dates, last due August, 1900.

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast	$129,067 42
Bridges	27,220 14
Superstructure (including ties and rails)	35,196 34
Land, land damages and fences	36,571 70
Passenger and freight stations	1,323 00
Fuel and water stations, engineering expenses, interest and discount charged to construction	7,585 76
Total cost of road	$236,963 37

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Rental from lessee		$15,400 00
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$2,160 00	
Treasurer's salary	250 00	
Auditor and counsel	10 00	
Stationery and postage	3 50	
		2,423 50
Net income from all sources		$12,976 50
Payments from net income, as follows, viz.:		
Dividends declared, 3 per cent on common stock, February 2	$4,524 00	
Dividends declared, 3 per cent. on common stock, August 2	4,524 00	
		9,048 00
Surplus for year ending June 30, 1894		$3,928 50

General Income Account.

Surplus for year ending June 30, 1894	$3,928 50
Surplus up to June 30, 1893	51,340 79
Total surplus June 30, 1894	$55,269 29

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$236,953 37
Current assets, as follows, viz.:	
Cash on hand	2,115 92
	$239,069 29
LIABILITIES.	
Capital stock	$150,800 00
Funded debt	33,000 00
Profit and loss (surplus)	55,269 29
	$239,069 29

Officers of the Company.

Name.	*Title.*	*Official Address.*
L. E. GURLEY	President	Troy, N. Y.
PAUL COOK	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
THOMAS W. LOCKWOOD	Troy, N. Y.
L. E. GURLEY	Troy, N. Y.
W. F. GURLEY	Troy, N. Y.
W. W. WHITMAN	Troy, N. Y.
W. H. DOUGHTY	Troy, N. Y.
JAMES H. CARPENTER	Troy, N. Y.
A. CLARK FELLOWS	Troy, N. Y.
J. FRANKLIN FELLOWS	Troy, N. Y.
JOHN C. HOUSE	Troy, N. Y.
THOMAS VAIL	Troy, N. Y.
PAUL COOK	Lansingburgh, N. Y.

Title of company, Troy and Bennington Railroad Company.
General offices at 514 Fulton street, Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in June.
For information concerning this report, address Paul Cook, Secretary and Treasurer.

TROY AND GREENBUSH.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, 1845.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	5,500	$275,000
Issued for part payment of property purchased and now outstanding	5,488	274,400

Number of stockholders	89

Cost of Road.

Total cost of road up to June 30, 1894	$274,400 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rent from New York Central and Hudson River Railroad Company	$19,250 00
Dividend on seventy shares of stock of the association	262 50
Gross income from all sources	$19,512 50
Deductions from income, as follows, viz :	
Expenses	204 50
Net income from all sources	$19,308 00
Payments from net income, as follows, viz.:	
Dividends declared, 7 per cent. on $274,400, common stock	19,208 00
Surplus year ending June 30, 1894	$100 00

General Income Account.

Surplus for year ending June 30, 1894	$100 00
Surplus up to June 30, 1893	4,489 41
Total surplus June 30, 1894	$4,589 41

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$274,400 00
Eighty shares stock of the association	4,400 00
Cash on hand	189 41
	$278,989 41

LIABILITIES.

Capital stock	$274,400 00
Profit and loss (surplus)	4,589 41
	$278,989 41

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOSEPH M. WARREN	President	Troy, N. Y.
THOMAS W. LOCKWOOD	Vice-President	Troy, N. Y.
JOHN B. GALE	Treasurer and Secretary	Troy, N. Y.

Directors of the Company.

Name	*Residence.*
JOSEPH M. WARREN	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
WILLIAM A. THOMPSON	Troy, N. Y.
GEORGE S THOMPSON	Troy, N. Y.
JOHN I THOMPSON	Troy, N. Y.
EDWARD O. GALE	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
JOHN B. GALE	Williamstown, Mass.

Title of the company, Troy and Greenbush Railroad Association.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, October 31.
For information concerning this report, address John B. Gale, Treasurer and Secretary, Troy N. Y., or Williamstown, Mass.

TROY UNION.

LESSOR.

Road operated by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company, and the Fitchburg Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	300	$30,000

Cost of Road.	Total cost up to June 30, 1894
Grading, masonry and bridges	$6,089 92
Superstructure (including ties)	141,099 56
Rails	70,426 10
Land, land damages and fences	553,558 87
Engineering expenses	12,810 05
Total cost of road	$783,984 80

Income Account for Year Ending June 30, 1894.

This company has no earnings. Its expenses are paid by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company and the Fitchburg Railroad Company, who use the property in common.

EMPLOYES.

Average number of persons employed (including officials) during year	91
Aggregate amount of salaries and wages paid them	$43,462 17

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. WALTER WEBB	President	New York city.
ISAAC V. BAKER	Vice-President	Comstocks Landing, N. Y.
F. A. HARRINGTON	Secretary and Treasurer	Albany, N. Y.

Directors of the Company.

Name.	*Residence.*
H. S. MARCY	Boston, Mass.
W. D. EWINGS	Boston, Mass.
J. CRANDELL	Troy, N. Y.
F. A. HARRINGTON	Albany, N. Y.
H. G. YOUNG	Albany, N. Y.
C. D. HAMMOND	Albany, N. Y.
I. V. BAKER	Comstocks, N. Y.
H. W. WEBB	New York city.
E. V. W. ROSSITER	New York city.
W. J. VAN ARSDALE	New York city.
IRA A. PLACE	New York city.
EDGAR VAN ETTEN	New York city.

Title of company, Troy Union Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, October 31.
Date of stockholders' annual meeting, first Monday in November.
For information concerning this report, address F. A. Harrington, Secretary, Union depot, Albany, N. Y.

ULSTER AND DELAWARE.

(Date of charter, May 1, 1875.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	30,000	$3,000,000
Issued and now outstanding	*17,946	$1,794,600

Number of stockholders 17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First cons. mtg. bonds	June 1, 1888	40	5	June & Dec. 1	$2,000,000 00	$1,852,000 00	$238,955 84
Second mtg. inc. bonds	July 1, 1875	30	7	Feb. & Aug. 1	1,400,000 00	500 00	.....
Total	.....	....	....	.....	$3,400,000 00	$1,852,500 00	$238,955 84

* Eleven thousand five hundred and twenty-one shares common stock issued to bondholders Rondout and Oswego railroad; 5,425 shares to retire second mortgage income bonds; 1,000 to acquire lease and property of Delaware and Otsego railroad.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$1,785 05	$38,317 53
Bridges	.....	19,027 01
Superstructure (including ties) and rails	.....	35,444 82
Land, land damages and fences	50 00	207,260 36
Passenger and freight stations	1,330 83	17,522 21
Engine and car houses	.....	21,015 90
Shops, machinery and tools	.....	11,361 86
Fuel and water stations	.....	3,785 96
Engineering expenses	.....	2,375 35
Interest and discount charged to construction	.....	61,044 16
Purchase of constructed road	.....	2,565,571 32
Telegraph line	.....	1,925 58
Total cost of road	$3,165 88	$2,979,652 06
EQUIPMENT.		
Locomotives	*$400 00	$106,029 80
Passenger cars	.....	72,458 44
Mail, baggage and express cars	.....	8,400 00
Freight and other cars	.....	84,408 32
Total cost of equipment	*$400 00	$271,296 56
Grand total cost of road and equipment	$2,765 88	$3,250,948 62

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Abutments and piers	$1,785 05
New station, Bloomville, N. Y	1,330 83
Land	50 00
	$3,165 88
Less sale of one locomotive	400 00
Total	$2,765 88

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$428,052 61
Less operating expenses (excluding all taxes)		289,150 08
Net earnings from operation		$138,902 53
Income from other sources, as follows, viz.:		
Interest		943 73
Gross income from all sources		$139,846 26
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$92,600 00	
Taxes on property used in operation of road	17,761 59	
Taxes on earnings and capital stock	1,626 71	
Taxes other than above	403 49	
Interest	601 69	
		112,993 48
Surplus for year ending June 30, 1894		$26,852 78

General Income Account.

Surplus for year ending June 30, 1894	$26,852 78
Surplus up to June 30, 1894	397,192 88
	$424,045 66
Less worthless accounts charged directly to income during the current year	8,613 25
Total surplus June 30, 1894	$415,432 41

* Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight all local	.....	$266,303 61	$266,303 61
Passengers, all local	$139,677 77	.....	139,677 77
Mail	11,415 36	.....	11,415 36
Express	9,303 52	.....	9,303 52
Miscellaneous, as follows, viz.:			
Telegraph	425 24	474 72	900 09
Sundries	213 75	238 60	452 35
Total gross earnings	$161,035 68	$267,016 93	$428,052 61

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed and track	$25,071 84	$27,985 77	$53,057 61
Repairs of bridges (including culverts and cattle guards)	6,355 61	7,094 29	13,449 90
Repairs of stations, shops, docks, etc.	4,868 77	5,434 65	10,303 42
Repairs of fences	1,415 58	1,580 12	2,995 70
Other expenses for maintenance of way and structures	10 27	11 47	21 74
Total	$37,722 07	$42,106 30	$79,828 37
Maintenance of equipment:			
Repairs of locomotives	$7,694 78	$8,589 10	$16,283 88
Repairs of cars	8,346 85	9,316 96	17,663 81
Repairs of machinery and tools	1,448 23	1,610 98	3,054 21
Other expenses for maintenance of equipment	1,447 69	1,615 95	3,063 64
Total	$18,932 55	$21,132 99	$40,065 54
Conducting transportation:			
Wages of conductors and men	$11,939 78	$13,327 46	$25,267 24
Wages of engineers and firemen	10,658 07	11,895 64	22,553 71
Fuel for locomotives	24,117 14	26,970 11	51,087 25
Oil and waste	957 93	1,069 27	2,027 20
Water supply	917 43	1,024 06	1,941 49
Other train supplies or expenses	688 58	768 61	1,457 19
Wages of station agents and clerks	5,503 57	6,143 23	11,646 80
Wages for labor at stations	4,402 86	4,914 59	9,317 45
Station supplies	676 44	755 06	1,431 49
Wages of watchmen, flagmen and switchmen	1,342 12	1,386 49	2,728 61
Other expenses for conducting transportation	1,824 96	2,037 08	3,862 04
Total	$62,918 87	$70,231 60	$133,150 47
General expenses:			
Salaries of general officers and clerks	$7,808 11	$8,715 60	$16,523 71
General office expenses and supplies	580 32	647 77	1,228 09
Stationery and printing	1,288 54	1,332 49	2,621 03
Outside agencies and advertising	441 61	492 95	934 56
Legal expenses	168 12	187 66	355 78
Loss and damage of freight and baggage	355 02	396 29	751 31
Injuries to persons	49 38	55 12	104 50
Telegraph maintenance and operation	3,067 67	3,424 21	6,491 88
Mileage of cars of other companies (debit balance)	1,713 20	1,912 33	3,625 53
Other general expenses	1,639 38	1,829 93	3,469 31
Total	$17,061 35	$19,044 35	$36,105 70
Grand total operating expenses	$136,634 84	$152,515 24	$289,150 08

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$2,979,652 06
Cost of equipment	271,296 56
Other permanent investments, as follows, viz.:	
Stock of other companies	740,000 00

Current assets, as follows, viz.:		
Cash on h nd	$18,294 08	
Due by agents	12,668 55	
Open ccounts	17,217 50	
Materials and supplies	62,301 87	
		$110,481 95
		$4,101,430 57

LIABILITIES.

Capital stock		$1,794,700 00
Funded debt		1,852,500 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$7,716 66	
Audited vouchers and pay rolls	28,942 06	
Open accounts	2,239 44	
		38,898 16
Profit and loss (surplus)		415,432 41
		$4,101,430 57

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	208,333
Number of passengers carried one mile	4,948,252
Number of tons of freight carried	185,868
Number of tons of freight carried one mile	5,431,294
Passenger train mileage	153,111
Freight train mileage	138,345
All other train mileage	32,556
Total train mileage	324,012

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$161,035 68	$136,634 84	$24,400 84
Average per passenger carr ed	791	671	120
Average per passenger per mile	0 2	027	004
Average per passenger train per mile	1 051	892	159
Freight earnings and expenses (including miscellaneous earnings)	267,016 93	152,515 24	114,501 69
Average per ton of freight carried	1 436	820	616
Average per ton of freight per mile	049	0 8	021
Average per freight train per mile	1 930	1 102	827

ITEM.	Local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first class	2.823
Average rate received per mile for carrying passengers, all classes	2.823
Average rate received per mile, per ton, for carrying freight, all classes	4.903

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Rondout, N. Y., to Stamford, N. Y., single track	74.00	12.40	86.40
Sidings and turnouts on main line	14.00	1.34	15.34
Grand total of tracks, sidings and turnouts	88.00	13.74	101.74
Laid with steel rail, main line	74.00	12.40	86.40
Laid with steel rail, branches or other roads	2.00	.48	2.48
Laid with iron rail, branches or other roads	12.00	.86	12.86

Average life of rails — steel, 15 years; average life of ties, 5 years; weight of rails per yard — steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track 4 feet 8½ inches; ballasted with broken stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. state, miles.	Entire length, miles.	Owned or leased	Miles laid with steel rail.
Hobart Branch railroad...	Stamford, N. Y...	Hobart, N. Y....	3.61	3.61	Leased .	3.61
Delaware and Otsego R. R.	Hobart, N. Y....	Bloomville, N. Y.	8.79	35.00	Leased .	8.79

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	7	453
Wooden bridges	42	2,379
Wooden trestles	6	363
Total	55	3,195

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	7	$10,000	149,000	12	4	3
Locomotives, 4 drivers	10	9,000	120,000	12	10	9
Total	17	.....	.....	.....	14	12
First class passenger cars	13	$4,800	39,000	15	13	13
Second class passenger cars	4	3,000	27,000	15	4	4
Combination cars	2	2,500	37,000	15	2	2
Baggage, mail and express cars	7	2,700	32,000	12	7	7
Total	26	.....	.....	.....	26	26
Box freight cars	51	$410	17,800	10	.....	.....
Stock freight cars	7	365	17,000	10	.....	.....
Coal freight cars	32	414	16,800	13	.....	.....
Flat freight cars	154	375	16,000	8	.....	.....
Caboose, 4-wheel cars	4	150	10,000	16	.....	.....
Milk cars	11	1,410	28,000	12	11	11
Service cars	19	50	500	5	.....	.....
Total	276	.....	.....	.....	11	11

Westinghouse air brake and Trojan vertical hook couplers in use on passenger cars; ordinary links and pin and hand brakes on freight cars.

Split switches are used on entire main line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, but leased to Western Union Telegraph Company, miles	145
Railroads crossing road at grade	1
Highway crossings at grade without protection	68
Highway crossings at grade protected by gates or flagmen	10
Highway crossings over or under grade	12
Overhead obstructions less than twenty feet above track	5

Passenger cars are heated by Spears car heater, lighted by oil lamps, and ventilated by ventilators in deck roof and over doors.

American Express Company runs over this line; has no special contract—rates subject to change.

Wagner parlor and sleeping cars are run over this road during the summer months only, without compensation. No additional charge to regular passenger rates.

Compensation for transportation of United States mails, $11,415.25 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	11,136	5.991
Grain	23,964	12.893
Meats and provisions	1,985	1.068
Live stock	1,282	.689
Lumber	23,066	12.410
Pig and bar iron and steel	149	.081
Iron or other ores	27	.015
Coal and coke	21,163	11.386
Petroleum and other oils	1,447	.778
All other manufactures	19,343	10.407
All other merchandise	8,495	4.570
All other agricultural products	26,168	14.079
All other articles not included above	47,643	25.633
Total	185,868	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Others	2	2	4
Total	3	2	5

EMPLOYES.

Average number of persons employed (including officials) during year	315
Aggregate amount of salaries and wages paid them	$171,638 12

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. G. YOUNG	President	Rondout, N. Y.
R. C. PRUYN	Vice-President	Albany, N. Y.
S. G. DUMMICK	Secretary	Rondout, N. Y.
T. C. HOORNBECK	Treasurer	Rondout, N. Y.
J. H. JONES	General Superintendent	Rondout, N. Y.
N. A. SIMS	General Freight and Pass. Agent	Rondout, N. Y.
R. B. JONES	Auditor	Rondout, N. Y.

Directors of the Company.

Name.	*Residence.*
HORACE G. YOUNG	Albany, N. Y.
ROBERT C. PRUYN	Albany, N. Y.
ALFRED VAN SANTVOORD	New York city.
J. D. LAYNG	New York city.
CHAS. C. CLARKE	New York city.
WM. A. READE	New York city.
SAMUEL G. DIMMICK	Kingston, N. Y.
H. C. SOOP	Kingston, N. Y.
JACOB H. TREMPER	Kingston, N. Y.
A. S. STAPLES	Rondout, N. Y.
DAVIS WINNIE	The Corner, N. Y.
CHAS. BRAY	Kingston, N. Y.
J. W. BURDICK	Albany, N. Y.

Title of company, Ulster and Delaware Railroad Company.
General offices at Rondout, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday after first Monday in December.
For information concerning this report, address R. B. Jones, Auditor.

UNION.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 20, 1851.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,000	$50,000	$50,000

Number of stockholders	15

Cost of Road.

Total cost of road up to June 30, 1894	$50,000

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$50,000

LIABILITIES.

Capital stock	$50,000

Description of Road.

Main line authorized and constructed from the southerly line of the town of Ramapo, in the boundary line between the States of New York and New Jersey, to Suffern's depot in the town of Ramapo, all in the State of New York, and about one mile long.

Officers of the Company.

Name.	*Title.*	*Official Address.*
JACOB S. ROGERS	President	44 Exchange place, New York city.
JOHN HOPPER	Secretary and Treasurer	174 Market street, Paterson, N. J.

Directors of the Company.

Name.	*Residence.*
JACOB S. ROGERS	New York city.
HENRY C. STIMSON	New York city.
LEWIS A. STIMSON	New York city.
FREDERICK J. STIMSON	New York city.
R. FULTON CUTTING	New York city.
W. BAYARD CUTTING	New York city.
M. BAYARD BROWN	New York city.
GEORGE E. HANNAH	New York city.
WILLIAM PENNINGTON	New Jersey.
ROBERT S HUGHES	New Jersey.
HENRY V. BUTLER	New Jersey.
GEORGE H. LONGBOTTOM	New Jersey.
JOHN HOPPER	New Jersey.

Title of company, The Union Railroad Company.
General offices at 44 Exchange place, New York city.
Date of close of fiscal year, June 27
Date of stockholders' annual meeting, June 27.
For information concerning this report, address John Hopper, Secretary Union Railroad Company, 174 Market street, Paterson, N. J.

UNION TERMINAL.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, June 12, 1884.)

This road is operated by the Western New York and Pennsylvania Railroad Company, and this company respectfully refers to the report of that company, in whose statements the operations of this road are included.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	10,000	$1,000,000 00	.....
Issued for property and now outstanding	3,025	302,500 00	$302,500 00

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding and cash realized on same.
			Rate.	When payable.		
First mortgage bonds	June 19, 1884	30	p.c 6	June & Dec.	$2,000,000	$1,000,000

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAMUEL G. DECOURSEY	President	104 South Fifth st., Philadelph'a, Pa.
NICHOLAS THOURON	Vice-Presi ent	104 South Fifth st., Philad-lphia, Pa.
FRANKLIN S. BUELL	Secretary and Treasurer.	84 Exchange st., Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	84 Exchange st., Buffalo, N. Y.
ROBERT BELL	Gen'l Superintendent	84 Exchange st., Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL G. DECOURSEY	Philadelphia, Pa.
NICHOLAS THOURON	Phila elphia, Pa.
F. S BUELL	Buffalo, N. Y.
FRANK RUMSEY	Buffalo, N. Y.
JOHN F REYNOLDS	Buffalo, N Y.
R. BELL	Buffalo, N. Y.
E T. JOHNSON	Buffalo. N Y.
J A. FELLOWS	Buffalo, N. Y.
R. D MCCREARY	Buffa'o, N Y.
E G. T. ADAMS	Buffalo, N. Y.
J H POOLE	Buffalo, N. Y.
M K. LEWIS	Buffalo, N. Y.
R. L. MANNING	Buffalo, N. Y.

Title of company, Union Terminal Railroad Company.
General offices at 84 Exchange street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address John F. Reynolds, Auditor.

UNITED STATES AND CANADA.

OPERATED BY GRAND TRUNK.

(Date of charter, May 17, 1888.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	9,200	$230,000
Issued for actual cash and now outstanding	8,357	208,925

Number of stockholders 17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c				
First mort. bds	Jan. 1, 1889	21	5	Jan. & July	$350,000	$325,000	$325,000
Second mort. bds	Mar. 19, 1891	19	*	.....	208,470	208,470	208,470
Total	.....	....	....	.....	$558,470	$433,470	$433,470

* Nominal.

Cost of Road.	Total cost of road up to June 30, 1894.
Land and land damages	$90,347 48
Construction	566,890 73
Total cost of road	$657,238 21

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$13,013 17
Less operating expenses (excluding all taxes)		14,272 69
Gross deficit from all sources		$1,259 52
Other deductions, as follows, viz.:		
Interest on funded debt due and accrued	$11,250 00	
Taxes on property used in operation of road	2,403 16	
Taxes on earnings and capital stock	367 76	
		14,020 92
Deficit for year ending June 30, 1894		$15,280 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$6,901 19			
Freight, local	2,626 12	.....	$9,527 31	$9,527 31
Passengers, through	$954 71			
Passengers, local	1,411 26	$2,365 97	.....	2,365 97
Mail		955 89	.....	955 89
Express		164 00	.....	164 00
Total gross earnings		$3,485 86	$9,527 31	$13,013 17

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$322 62	$863 90	$1,186 52
Repairs of roadbed	1,207 24	3,232 79	4,440 03
Repairs of bridges (including culverts and cattle guards)	51 54	138 00	189 54
Other expenses for maintenance of way and structures	48 94	131 06	180 00
Total	$1,630 34	$4,365 75	$5,996 09
Maintenance of equipment:			
Repairs of locomotives	$232 12	$621 59	$853 71
Repairs of cars	308 00	824 77	1,132 77
Repairs of machinery and tools	34 00	91 05	125 05
Other expenses for maintenance of equipment	14 67	39 30	53 97
Total	$588 79	$1,576 71	$2,165 50
Conducting transportation:			
Wages of conductors and men	$226 57	$606 74	$833 31
Wages of engineers and firemen	25. 13	6[illegible]5 16	927 29
Fuel for locomotives	414 44	1,109 80	1,524 24
Oil and waste	19 48	52 17	71 65
Water supply	22 39	59 95	82 34
Other train supplies or expenses	50 27	134 64	184 91
Wages of station agents and clerks	541 80	1,454 58	1,996 38
Station supplies	98 04	262 55	360 59
Other expenses for conducting transportation	2 83	7 61	10 44
Total	$1,627 95	$4,363 15	$5,991 10
General expenses:			
Telegraph maintenance and operation	$32 62	$87 38	$120 00
Grand total operating expenses	$3,879 70	$10,393 99	$14,273 69

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$657,236 21
Current assets, as follows, viz.:	
Open accounts	383 35
	$657,620 56

LIABILITIES.

Capital stock	$208,925 00
Funded debt	433,470 00
Current liabilities, as follows, viz.:	
Open accounts	15,225 56
	$657,620 56

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	2,361	3,927	6,288
Number of passengers carried one mile	47,134	51,928	99,062
Number of tons of freight carried	53,117	3,472	56,589
Number of tons of freight carried one mile	1,149,795	47,099	1,196,894

ITEM.	Through and local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.4
Average rate received per mile per ton for carrying freight, all classes	.8

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from international boundary to Massena Springs, single track	22.18
Sidings and turnouts on main line	.89
Total of tracks, sidings and turnouts	23.07
Laid with steel rail, main line	22.18

Weight of rails per yard — steel, 56 lbs.; gauge of track, 4 feet 8½ inches.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Wooden bridges	5	624
Wooden trestles	5	454
Total	10	1,078

Passenger cars run by the Grand Trunk Railway Company over the road are equipped with Westinghouse air brake and Miller draw bar; freight cars with ordinary class brake, Safford draw bar

Ordinary switches used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	21

Passenger cars run over road are heated by steam from engine and by Martin and consolidated systems; lighted with mineral seal oil, 300° fire test, and ventilated by ratchet and drop sash, elevated roof and drop sash in end.

Express conducted by lessees.

The United States government pays for transportation of mails, $955.89 per annum and provides messenger service at Bombay and St Helena.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	124	.22
Grain	293	.52
Live stock	128	.22
Lumber	11,044	19.52
Pig and bar iron and steel	52	.10
Iron or other ores	188	.33
Coal and coke	33,404	59.03
Petroleum and other oils	123	.21
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	1,107	1.96
All other manufactures	30	.05
All other merchandise	1,836	3.24
All other agricultural products	1,565	2.77
All other articles not included above	6,701	11.84
Total	56,589	100

EMPLOYES.

Average number of persons employed (including officials) during year	22
Aggregate amount of salaries and wages paid them	$8,508 73

Officers of the Company.

Name.	*Title.*	*Official Address.*
S. W. FOSTER	President	Knowlton, Que.
J. O. BRIDGER	Vice-President	Massena, N. Y.
J. Y CAMERON	Secretary	Fort Covington, N. Y.
CHARLES PERCY	Treasurer	Montreal, Canada.
E. P. HANNAFORD	Chief Engineer	Montreal, Canada.

Directors of the Company.

Name.	*Residence.*
S. W. FOSTER	Knowlton, Que.
JAMES Y. CAMERON	Fort Covington, N. Y.
D. E. DRIMEAU	Fort Covington, N. Y.
FRANK SHIELDS	Bombay, N. Y.
S. S. DANFORTH	Massena, N. Y.
E. G. REYNOLDS	Bombay, N. Y.
A. M. MEARS	Helena, N. Y.
RICHARD W. STEARNS	Massena, N. Y.
J O BRIDGES	Massena, N. Y.
W. H. PADDOCK	Massena, N. Y.
H. W. CLARK	Massena, N. Y.
O. MCFADDEN	Massena, N. Y.
J. L. HYDE	Massena, N. Y.

Title of company, United States and Canada Railroad Company.
General offices at Montreal, Canada
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Wednesday in May.
For information concerning this report, address Robert Wright, Treasurer.

UTICA AND BLACK RIVER.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, January 29, 1836.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	30,000	$3,000,000	.....
Issued for actual cash	15,032	$1,503,200	$1,515,200 00
Issued for account of construction	7,198	719,800	617,829 22
Total now outstanding	22,230	$2,223,000	$2,133,029 22

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p. c.				
First mort. gold bds.	May 1, 1890	33	4	Jan. & July	$2,000,000	$1,800,000	*
Clayton and Theresa first mort. bds.	July 1, 1873	25	7	Jan. & July	200,000	200,000	$207,132 50
Total	.....	....	....	.....	$2,200,000	$2,000,000	.....

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	$1,342,164 47
Bridges	155,166 47
Superstructure (including ties)	291,964 46
Rails	855,355 22
Land damages	317,355 78
Fences	1,157 13
Passenger and freight stations	114,330 09
Engine and car houses	34,363 53
Shops, machinery and tools	44,101 67
Fuel and water stations	3,934 64
Engineering expenses	137,966 79
Purchase of constructed road	314,000 00
Telegraph line	15,750 00
Wharfing	4,500 00
Total cost of road	$3,742,650 25

* Exchanged for retired bonds.

EQUIPMENT.

Locomotives	$246,761 39
Passenger cars	104,000 00
Mail, baggage and express cars	22,174 01
Freight and other cars	252,636 75
Total cost of road and equipment	$625,572 15
Grand total cost of road and equipment	$4,368,223 40

Income Account for Year Ending June 30, 1894.

Annual proceeds from lease	$4,500 00
Deductions from income, as follows, viz.:	
Current expenses	3,495 51
Surplus for year ending June 30, 1894	$1,004 49

General Income Account.

Deficit for year ending June 30, 1894	$1,004 49
Surplus up to June 30, 1893	196,016 58
Total surplus June 30, 1894	$197,021 07

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$3,743,650 25
Cost of equipment	625,572 15
Other permanent investments, as follows, viz.:	
First mortgage 4 per cent. gold bonds on hand	250,000 00
Current assets, as follows, viz.:	
Cash on hand	1,798 67
	$4,620,021 07

LIABILITIES.

Capital stock	$2,223,000 00
Funded debt	2,200,000 00
Profit and loss (surplus)	197,021 07
	$4,620,021 07

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Utica to Ogdensburg	133 94
Theresa Junction to Clayton	15.87
Sidings and turnouts on main line	39.44
Sidings and turnouts on branches or other roads	3.33
Total tracks, sidings and turnouts	192.58
Laid with steel rail, main line	133.94
Laid with steel rail, branches	15.87

Gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN THORN	President	Utica, N. Y.
JOHN F. MAYNARD	Vice-President	Utica, N. Y.
CHARLES PARSONS, Jr.	Second Vice-President	New York city.
EDWIN PARSONS, 3d	Treasurer and Secretary	New York city.

UTICA, CLINTON AND BINGHAMTON.

LESSOR.

LESSEE — (STEAM ROAD) DELAWARE AND HUDSON CANAL COMPANY.

LESSEE — (STREET ROAD) UTICA BELT LINE.

(Date of charter, March 26, 1868.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter	10,000	$1,000,000
* Issued on account of construction	.....	849,285

Number of stockholders 260

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Utica, Clinton and Bing. R.R.Co., first mort. bnds	July 18, 1889	50	p.c. 5	Jul. 1, 1939	$800,000	$800,000	$800,000

Cost of Road.	Total cost of road up to June 30, 1894.
Cost of road as previously reported	$1,639,285 00
Over crossing at Utica	51,281 40
† Total cost of road	$1,690,566 40

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rent of steam road		$61,500 00
Rent of horse road		15,000 00
Gross income from all sources		$76,500 00
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$40,000 00	
Taxes on earnings and capital stock	719 53	
Law expenses	68 05	
Salaries	1,000 00	
Stationery	46 25	
City of Utica	10,000 00	
		51,833 82
Net income from all sources		$24,666 18

* Two hundred thousand dollars of this was issued to the city of Utica, guaranteed 5 per cent. per annum, for municipal aid. Guaranteed by the Delaware and Hudson Canal Company.

† This includes the cost of the street surface roads, as no separate account was kept during construction.

Payments from net income, as follows, viz.:]	
Dividends declared, 4 per cent. on $649,000 common stock	$25,960 00
Deficit for year ending June 30, 1894	$1,298 82

General Income Account.

Deficit for year ending June 30, 1894	$1,298 82
Surplus up to June 30, 1893	54,987 68
Total surplus, June 30, 1894	$53,693 86

DETAILED STATEMENT OF RENTALS.

Delaware and Hudson Canal leases the steam road, perpetual, payable June 26 and December 26 in each year	$61,500 00
Utica Belt Line Street Railroad Company leases the street surface roads, payable in advance January and July	15,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,690,566 40
Current assets, as follows, viz.:		
Cash on hand	$12,412 46	
Bills receivable, coupons	20,000 00	
Sundries, for city of Utica	5,000 00	
		37,412 46
		$1,727,978 86

LIABILITIES.

Capital stock		$649,285 00
Funded debt		800,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$20,000 00	
Sundries, for city of Utica	5,000 00	
		25,000 00
Profit and loss (surplus)		53,693 86
		$1,727,978 86

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES I. SCOLLARD	President	Clinton, N. Y.
J. W. LIPPETT	Vice-President	Solsville, N. Y.
R. S. WILLIAMS	Secretary and Treasurer	Utica, N. Y.

Directors of the Company.

Name.	*Residence.*
JAMES I. SCOLLARD	Clinton, N. Y.
EUGENE B. WOOLWORTH	Clinton, N. Y.
CORRY D. HAYES	Clinton, N. Y.
ALBERT N. SHELDON	Hamilton, N. Y.
A. N. SMITH	Hamilton, N. Y.
JOHN W. LIPPETT	Solsville, N. Y.
ALLEN CURTISS	Madison, N. Y.
ALLEN W. REYNOLDS	Oriskany Falls, N. Y.
JOHN THORN	Utica, N. Y.
WM. M. STORRS	Utica, N. Y.
JOHN W. MCLEAN	Utica, N. Y.
GEORGE W. ADAMS	Utica, N. Y.
ROBERT S. WILLIAMS	Utica, N. Y.

Title of company, Utica, Clinton and Binghamton Railroad Company.
General offices at 157 Genesee street, Utica, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Wednesday in January.
For information concerning this report, address R. S. Williams, Secretary.

VALLEY.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, March 4, 1869.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	7,500	$750,000
Issued for actual cash	590	$59,000
Issued on account of construction	6,910	691,000
Total now outstanding	7,500	$750,000

Number of stockholders 8

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	Aug. 1, 1881	30	p c 5	Feb. and Aug	$500,000	*$400,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$472,380 26
Bridges	.....	146,697 72
Superstructure (including ties)	$2,100 00	120,724 39
Rails	.....	164,347 81
Land and land damages	.....	92,045 71
Fences	.....	2,157 56
Passenger and freight stations	.....	5,682 85
Engineering expenses	.....	31,196 07
Interest and discount charged to construction	.....	64,861 72
Telegraph line	.....	2,676 97
Total cost of road	$2,100 00	$1,102,720 45
EQUIPMENT.		
Freight and other cars	†$10,000 00	$50,000 00
Total cost of equipment	†$10,000 00	$50,000 00
Grand total cost of road and equipment	†$7,900 00	$1,152,720 45

* Issued and delivered to lessee at par for advances made. † Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New crossing signals	$2,100 00
Less depreciation charged off on box cars	10,000 00
Total depreciation	$7,900 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rental paid by lessee directly to stock and bondholders:

Twelve months' interest on stock	$37,500 00
Twelve months' interest on bonds	20,000 00
	$57,500 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,102,720 45
Cost of equipment	50,000 00
	$1,152,720 45

LIABILITIES.

Capital stock	$750,000 00
Funded debt	400,000 00
Due lessee for advances	2,720 45
	$1,152,720 45

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAMUEL SLOAN	President	New York city.
FRED F. CHAMBERS	Secretary	New York city.
ARTHUR D. CHAMBERS	Treasurer	New York city.
WM. F. HALLSTEAD	General Manager	Scranton, Pa.
GARRET BOGART	Superintendent	Scranton, Pa.

Directors of the Company.

Name.	*Residence.*
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
FRED F. CHAMBERS	Somerville, N. J.
FREDERICK H. GIBBENS	New York city.
EDWIN R. HOLDEN	New York city.
BENJAMIN A. HEGEMAN	Plainfield, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS	East Orange, N. J.
LOUIS P. CHILD	New York city.
WILLIAM S. SLOAN	New York city.
SAMUEL SLOAN, Jr	New York city.

Title of company, Valley Railroad Company.
General offices at Binghamton, N Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, no stated time.
For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

WALLKILL VALLEY.

(Date of charter, July 2, 1877.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,300	$330,000 00	$330,000 00

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage bonds.	Aug. 1, 1877	40	7	Jan. & July	$250,000	$250,000	$250,000
Second mort. bonds...	Aug. 1, 1877	40	7	Jan. & July	330,000	330,000	.....
Total.....	.....	....	....	.....	$580,000	$580,000	$250,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Grading, masonry and ballast	$86,500 59
Bridges	40 438 39
Superstructure (including ties) and rails	85,651 80
Land, land damages and fences	12,603 70
Passenger and freight stations, engine and car houses, shops, machinery and tools	4,439 93
Engineering expenses	14,916 18
Purchase of constructed road	649,713 08
Total cost of road	$894,243 58
EQUIPMENT.	
Locomotives	$25,004 33
Passenger, mail, baggage and express cars	16,298 15
Freight and other cars	10,296 72
Total cost of equipment	$51,594 20
Grand total cost of road and equipment	$945,843 78

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$138,318 69
Less operating expenses (excluding all taxes)	98,975 97
Net earnings from operation	$39,337 72

Income from other sources, as follows, viz.:		
Telegraph	$806 57	
Rents	68 00	
		$874 57
Gross income from all sources		$40,212 29
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$17,500 00	
Taxes on property used in operation of road	5,684 58	
Taxes on earnings and capital stock	759 94	
		23,944 52
Net income from all sources		$16,267 77
Payments from net income, as follows, viz.:		
Interest on second mortgage income bonds		29,700 00
Deficit for year ending June 30, 1894		$13,432 23

General Income Account.

Deficit for year ending June 30, 1894	$13,432 23
Surplus to June 30, 1893	50,384 81
Total surplus June 30, 1894	$36,952 58

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, through	$46,918 87			
Freight, local	38,267 69	.....	$85,186 56	$85,186 56
Passengers, through	$690 98			
Passengers, local	46,967 31			
		$47,658 29	.....	47,658 29
Mail		2,639 85	.....	2,639 85
Express		2,606 76	.....	2,606 76
Miscellaneous, as follows, viz.:				
Excess baggage and storage		222 23	.....	222 23
Total gross earnings		$53,127 13	$85,186 56	$138,313 69

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	$15,700 18	$6,412 76	$22,112 94
Steel rails laid, 438 3 tons; cost, $4,415.58.			
Repairs of roadbed	1,465 00	598 23	2,063 23
Repairs of bridges (including culverts and cattle guards)	1,659 56	677 85	2,337 41
Repairs of stations, shops, docks, etc	380 76	288 78	669 54
Repairs of fences	1,628 70	665 24	2,293 94
Other expenses for maintenance of way and structures	1,102 12	450 17	1,552 29
Total	$21,936 32	$9,093 03	$31,029 35
Maintenance of equipment:			
Repairs of locomotives	$1,798 27	$1,371 09	$3,169 36
Repairs of cars	3,688 78	1,225 72	4,914 50
Repairs of machinery and tools	4 49	1 84	6 33
Other expenses for maintenance of equipment	1,220 16	498 38	1,718 54
Total	$6,711 70	$3,097 03	$9,808 73

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	.....	$8,500	148,650	.....	3	3
First class passenger cars	2	2	$3,000	.....	20	2	2
Baggage, mail and express cars	3	3	2,100	.....	20	3	3
Total	5	5	.....	.....	.....	5	5
Box freight cars	12	12	$350	30,000	15	.....	.....

Passenger cars are equipped with Westinghouse automatic air brake, Miller hook and M. C. B. type of couplers; freight cars are equipped with hand brake and link and pin couplers.

Wharton split and stub switches in use; all renewals on the main line are made with either the Wharton or split switch.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	37.4
Highway crossings at grade without protection	44
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	5
Overhead obstructions less than twenty feet above track	2

Passenger cars are heated by steam from locomotives, lighted by lamps, 300° oil, and ventilated by deck sash ventilators.

The National Express Company runs over this line. The railroad company receives arbitrary rates, varying from 8 to 25 cents per 100 pounds.

Parlor cars are run between Kingston and New Paltz during the summer season by the Wagner Palace Car Company, which fixes and collects the additional rates.

The Post-Office Department pays a quarterly compensation, based on the average daily weights of mail carried, ascertained by actual weighings.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,276	.79
Grain	3,453	2.14
Meats and provisions	314	.19
Live stock	135	.08
Lumber	4,962	3.06
Pig and bar iron and steel	943	.58
Coal and coke	56,545	35.05
Petroleum and other oils	463	.29
All other manufactures	60,953	37.78
All other merchandise	12,871	7.98
All other agricultural products	8,757	5.43
All other articles not included above	10,656	6.61
Total	161,328	100

NUMBER OF ACCIDENTS.

	Injured	Total.
Employes	12	12
Others	4	4
Total	16	16

EMPLOYES.

Average number of persons employed (including officials) during year	88
Aggregate amount of salaries and wages paid them	$46,319 11

Officers of the Company.

Name.	*Title.*	*Official Address.*
ASHBELL GREEN	President	5 Vanderbilt ave., N. Y. city.
EDWARD V. W. ROSSITER.	Secretary and Treasurer.	Grand Central station, N. Y. city.
JAMES D. LAYNG	General Manager	5 Vanderbilt ave., N Y. city.
JOHN CARSTENSEN	Comptroller	Grand Central station, N. Y. city.

Directors of the Company.

Name.	*Residence.*
ASHBELL GREEN	Tenafly, N. J.
JAMES D. LAYNG	New York city.
EDWARD V. W. ROSSITER	Flushing, L. I., N. Y.
WALTER KATTE	New York city.
LAWRENCE DEPEW	Detroit, Mich.
JOHN CARSTENSEN	New York city.
GEORGE S. PRINCE	Yonkers, N. Y.
CHARLEY W. BRADLEY	New York city.
HERBERT E. KINNEY	New York city.
PERCY R. TODD	New York city.
GUY E. HUSTIS	Hastings, N. Y.
ALBERT B. TAYLOR	Haworth, N J.
M. A. CALDWELL	New York city.

Title of company, Wallkill Valley Railroad Company.
General offices at New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in December.
For information concerning this report, address John Carstensen, Comptroller, Grand Central station, New York city.

WAVERLY AND STATE LINE.

LESSOR.

LESSEE — PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

OPERATED BY LEHIGH VALLEY RAILROAD COMPANY.

(Date of charter, June 11, 1867.)

For history of organization, etc., see Report of 1892.

Road operated by the Philadelphia and Reading Railroad Company for one month ending July 31, 1893, under terms of lease existing between the Lehigh Valley Railroad Company and the Philadelphia and Reading Railroad Company, for nine hundred and ninety-nine years, from December 1, 1891, and for eleven months ending June 30, 1894, by the Lehigh Valley Railroad Company, Lessee of the Pennsylvania and New York Canal and Railroad Company.

The lease of the Lehigh Valley Railroad Company, to the Philadelphia and Reading Railroad Company, was abrogated as of August 1, 1893.

Capital Stock.

	COMMON.	
	Number of shares	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	100	$10,000

Number of stockholders	15

Cost of Road.

Total cost of road up to June 30, 1893	$64,398 05

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$64,398 05

LIABILITIES.

Capital stock	$10,000 00
Current liabilities, as follows, viz.:	
Loans	54,398 05
	$64,398 05

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from State line to Waverly, single track	.408
Second track on main line	.408
Sidings and turnouts on main line	1.908
Grand total of tracks, sidings and turnouts	2.724
Laid with steel rail, main line	.408

Average life of ties, 6 years; weight of rails per yard — steel, maximum, 76 lbs.; minimum, 58 lbs.; iron, maximum, 58 lbs.; minimum, 58 lbs.; gauge of track, 4 feet 8½ inches; ballasted with cinders.

Officers of the Company.

Name.	*Title.*	*Official Address.*
E. P. WILBUR	President	South Bethlehem, Pa.
CHARLES HARTSHORNE	First Vice-President	Philadelphia, Pa.
ROBERT H. SAYRE	Second Vice-President	South Bethlehem, Pa.
JOHN B. GARRETT	Third Vice-President	Philadelphia, Pa.
JOHN R. FANSHAWE	Secretary	Philadelphia, Pa.
WM. C. ALDERSON	Treasurer	Philadelphia, Pa.
ISAAC MCQUILKIN	Comptroller	Philadelphia, Pa.

Directors of the Company.

Name.	*Residence.*
E. P. WILBUR	South Bethlehem, Pa.
CHARLES HARTSHORNE	Philadelphia, Pa.
ROBERT H. SAYRE	South Bethlehem, Pa.
GEORGE M. DIVEN	Elmira, N. Y.
W. H. BISSELL	Buffalo, N. Y.
GEORGE J. SICARD	Buffalo, N. Y.
PETER C. DOYLE	Buffalo, N. Y.

Title of company, Waverly and State Line Railway Company.
General offices at Philadelphia, Pa.
Date of close of fiscal year, June 30.
For information concerning this report, address John R. Fanshawe, Secretary.

WELLSVILLE, COUDERSPORT AND PINE CREEK.

(Date of charter, November 14, 1881.)

For history of organization, etc., see Report of 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,000	$100,000 00	.....
Issued for actual cash and now outstanding	.....	68,554 01	$68,554 01

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p c.				
Mortgage	Dec. 26, 1890	12	6	Oct. & Apr.	$30,000	$23,500	$23,500
Mortgage	Oct 1, 1891	....	6	Oct. & Apr.	.....	1,000	1,000
Mortgage	April 1, 1892	....	6	Oct. & Apr.	.....	5,500	5,500
					$30,000	$30,000	$30,000
Paid on the above issue April 1, 1893					.....	$2,500	.....
Paid on the above issue July 20, 1893					.....	2,000	4,500
Total					.....	.....	$25,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast	.....	$28,842 37
Bridges	$12 99	7,650 72
Superstructure (including ties)	133 10	6,311 06
Rails	*26 40	36,819 74
Land	26 00	51 00
Land damages	137 50	10,373 50
Fences	.....	1,538 53
Passenger and freight stations	.....	1,460 77
Engine and car houses	.....	294 70
Shops, machinery and tools	.....	1,059 03
Fuel and water stations	222 70	321 36
Engineering expenses	.....	2,950 40
Telephone line	75 00	75 00
New side tracks	196 53	3,302 06
Total cost of road	$777 4[illegible]	$101,040 26
EQUIPMENT.		
Locomotives	.....	$2,535 44
Passenger cars	$534 30	2,534 30
Freight and other cars	.....	3,779 00
Total cost of equipment	$534 30	$8,848 74
Grand total cost of road and equipment	$1,311 72	$109,889 00

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Bridges improved	$12 99
White oak ties purchased, construction	133 10
Purchased land	26 00
Right of way (unsettled before)	137 50
New water station constructed	222 70
Telephone line, under construction	75 00
Additional sidings	196 53
One coach passenger car purchased	534 30
Less rails and spikes sold	*26 40
Total	$1,338 12

* Credit.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$26,340 99
Less operating expenses (excluding all taxes)		16,106 51
Gross income from all sources		$10,234 48
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$1,566 67	
Taxes on property used in operation of road	605 63	
Taxes on earnings and capital stock	309 54	
		2,481 84
Net income from all sources		$7,752 64
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on $62,700 common stock		3,762 00
Surplus for year ending June 30, 1894		$3,990 64

General Income Account.

Surplus for year ending June 30, 1894		$3,990 64
Surplus up to June 30, 1893	$17,644 41	
Credit loss and gain account during year	15 90	
		17,660 31
Total surplus June 30, 1894		$21,650 95

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

		Passenger.	Freight.	Total.
Freight, all local		.....	$19,891 01	$19,891 01
Passengers, all local		$5,809 33	.....	5,809 33
Mail		349 19	.....	349 19
Express		229 65	.....	229 65
Miscellaneous, as follows, viz.:				
Sale of hay	$12 00			
Car service	49 81			
		61 81	.....	61 81
Total gross earnings		$6,449 98	$19,891 01	$26,340 99

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of roadbed and tracks	$4,100 88	$2,050 45	$6,151 33
Repairs of bridges (including culverts and cattle guards)	156 98	78 50	235 48
Repairs of stations, shops, docks, etc.	95 40	47 70	143 10
Repairs of fences	51 24	25 63	76 87
Total	$4,404 50	$2,202 28	$6,606 78
Maintenance of equipment:			
Repairs of locomotives	$420 18	$210 09	$630 27
Repairs of passenger cars	203 16	101 60	304 76
Repairs of freight cars	89 24	44 63	133 87
Total	$712 58	$356 32	$1,068 90
Conducting transportation:			
Wages of conductors and men	$1,242 85	$793 38	$2,036 23
Wages of engineers and firemen	1,246 98	623 51	1,870 49
Fuel for locomotives	952 68	476 34	1,429 02
Oil and waste	65 64	32 84	98 48
Water supply	37 86	18 94	56 80
Other train supplies or expenses	42 06	3 50	45 56
Wages of station agents and clerks	1,193 82	596 93	1,790 75
Station supplies	157 76	78 89	236 65
Total	$4,939 67	$2,624 33	$7,564 00

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$240 00	$120 00	$360 00
General office expenses and supplies	155 12	77 56	232 68
Stationery and printing	52 00	26 00	78 00
Loss and damage of freight and baggage	52	28	80
Damage to cattle and property	123 32	61 68	185 00
Mileage of cars of other companies (debit balance)	.....	4 85	4 85
Other general expenses	3 66	1 84	5 50
Total	$574 62	$292 21	$866 83
Grand total operating expenses	$10,631 37	$5,475 14	$16,106 51

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$101,040 26
Cost of equipment		8,848 74
Current assets, as follows, viz.:		
Cash on hand	$4,898 11	
Due by agents	375 04	
Open accounts	2,210 56	
		7,483 71
		$117,372 71

LIABILITIES.

Capital stock		$58,554 01
Funded debt		25,500 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$1,585 27	
Open accounts	82 48	
		1,667 75
Profit and loss (surplus)		21,650 95
		$117,372 71

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	25,512
Number of passengers carried one mile	204,096
Number of tons of freight carried	39,097
Number of tons of freight carried one mile	312,776
Passenger train mileage	16,224
Freight train mileage	8,112
Total train mileage	24,336

ITEM.	Through and local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first class	3
Average rate received per mile for carrying passengers, first class	3

Description of Road and Equipment.

TRACK.	MILES OWNED AND LEASED.	
	Length in N. Y. State.	Entire length.
Main line authorized from Wellsville, N. Y., to State line, single track	10.12	12.32
Sidings and turnouts on main line	1.18	1.62
Grand total of tracks, sidings and turnouts	11.30	13.94

Average life of ties, 5 years; weight of rails per yard—steel, 63 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel most of way.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Wooden bridges	2	1,241	4	1,563
Wooden trestles	25		28	
Total	27	1,241	32	1,563

EQUIPMENT.	Number owned.	Average cost of each.	No. equipped with patent brake	No. equipped with patent coupler.
Locomotives, 4 drivers	1	$2,535 44	1	.....
Passenger and express cars	2	$1,250 00	2	2
Box freight cars	3	$468 00	.....	.....
Flat freight cars	7	365 00	.....	.....
Total	10	.....	.....	.....

Passenger cars are equipped with Westinghouse air brake and Janney coupler; freight cars with common brake and coupler.

One stub switch in yard, split rail on rest of the road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	8

Passenger cars are heated by stoves in end of car, lighted by oil lamps in top of car, and ventilated by side windows in top of car.

Wells, Fargo & Co. Express Company operates over this line, and pays 40 per cent. of amount of business done.

The United States government pays for transportation of mails $42.75 per mile per annum for 12.32 miles.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,768	4.53
Grain	424	1.08
Meats and provisions	1,768	4.53
Live stock	444	1.13
Lumber	17,442	44.61
Other products of forest	5,673	14.51
Pig and bar iron and steel	871	2.23
Iron or other ores	147	.37
Petroleum and other oils	114	.29
All other manufactures	6,047	15.47
All other merchandise	665	1.70
All other agricultural products	2,837	7.26
All other articles not included above	897	2.29
Total	39,097	100

EMPLOYES.

Average number of persons employed (including officials) during year 20

Officers of the Company.

Name.	Title.	Official Address.
JOHN MCEWEN	President	Wellsville, N. Y.
W. B. COATS	Vice-President	Wellsville, N. Y.
E. C. BRADLEY	Secretary	Wellsville, N. Y.
OAK DUKE	Treasurer	Wellsville, N. Y.
CHARLES E. DAVIS	Auditor and Gen. Freight Agt.	Wellsville, N. Y.
C. A. FARNUM	Attorney	Wellsville, N. Y.

Directors of the Company.

Name.	Residence.
JOHN MCEWEN	Wellsville, N. Y.
W. B. COATS	Wellsville, N. Y.
H. K. APP	Wellsville, N. Y.
OAK DUKE	Wellsville, N. Y.
E. C. BRADLEY	Wellsville, N. Y.
CHARLES E. DAVIS	Wellsville, N. Y.
C. A. FARNUM	Wellsville, N. Y.
JOSEPH DOTY	Wellsville, N. Y.
GEORGE E BRANA	Wellsville, N. Y.
CHARLES DAY	Wellsville, N. Y.
W. W. FASSETT	Wellsville, N. Y.
WILLIAM DUKE	Wellsville, N. Y.
GEORGE ALGER	Wellsville, N. Y.

Title of company, Wellsville, Coudersport and Pine Creek Railroad Company.
General offices at Wellsville, Allegany county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in November.
For information concerning this report, address Charles E. Davis, Auditor.

WEST SHORE.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Certificate of incorporation filed December 5, 1885.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued in pursuance of plan of reorganization and now outstanding	100,000	$10,000,000

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	*Dec. 5, 1885	475	p.c 4	Jan. and July	$50,000,000	$50,000,000

Cost of Road.

†Grand total cost of road and equipment $60,000,000 00

Income Account for Year Ending June 30, 1894.

Income from other sources, as follows, viz.:

Rental from N. Y. C. and H. R. R. R., lessee $3,000,000 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued 2,000,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road $60,000,000 00

LIABILITIES.

Capital stock $10,000,000 00
Funded debt 50,000,000 00

$60,000,000 00

Description of Road.

TRACK.	MILES LEASED.	
	Length in New York State.	Entire length.
Main line from Weehawken to Buffalo, single track	406.15	425
Total of branches or other roads, authorized	70.20	70.20
Total single track	476.35	495.20
Second track on main line	329.44	341.29
Sidings and turnouts on main line	164.24	214.52
Sidings and turnouts on branches or other roads	9.17	9.17
Total sidings and turnouts	173.41	223.69
Grand total of tracks, sidings and turnouts	972.20	1,060.18
Laid with steel rail, main line	728.59	766.29
Laid with steel rail, branches or other roads	64.04	64.04
Laid with iron rail, branches or other roads	6.16	6.16

* Bearing interest from January 1, 1886.
† As property was purchased under foreclosure sale no classification can be given.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State, miles.	Entire length, miles.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Rockland Lake branch	Congers	Rockland Lake	1.15	1.15	Owned	1.15	.....
Athens branch	Coxsackie	Athens	6.16	6.16	Owned	.....	6.16
Albany branch	Ravena	Kenwood Jct.	11.04	11.04	Owned	11.04	.....
Fullers branch	Fullers	Athens Jct.	5.07	5.07	Owned	5.07	.....
Chenango branch	Syracuse	Earlville	45.49	45.49	Owned	45.49	.....
Buffalo Creek branch	Buffalo	Buffalo Creek	1.29	1.29	Owned	1.29	.....
			70.20	70.20	.....	64.04	6.16

Officers of the Company.

Name.	*Title.*	*Official Address*
CHAUNCEY M. DEPEW	President	Grand Central station, N. Y. city.
ASHBEL GREEN	Vice-President	5 Vanderbilt avenue, N. Y. city.
E. V. W. ROSSITER	Secretary and Treasurer.	Grand Central sta ion, N Y. city.

Directors of the Company.

Name.	*Residence.*
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C CLARKE	New York city.
HORACE J. HAYDEN	New York city.
ASHBEL GREEN	Tenafly, N. J.
J. PEIRPONT MORGAN	New York city.
E. D. ADAMS	New York city.
J. HOOD WRIGHT	New York city.
SAMUEL F. BARGER	New York city.
CHARLES LANIER	New York city.
C. E. TRACY	New York city.

Title of company, West Shore Railroad Company.
General offices at Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in April.
For information concerning this report, address John Carstensen, Comptroller, Grand Central station, New York city.

WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, November 28, 1877.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	300,000	$30,000,000

Number of stockholders 769

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding by exchange for securities of former companies.
			p.c				
First mt. bds.....	Dec. 1, 1887	50	5	Jan. 1, July 1	$10,000,000 00	$8,967,000 00	$8,967,000
First mt bds. W&F	Dec. 1, 1865	30	7	Feb. 1, Aug. 1	1,500,000 00	778,000 00	778,000
Second mt. bds ...	Dec. 1, 1887	40	*	Apr. 1, Oct. 1	20,000,000 00	19,984,000 00	19,984,000
Second mt deb. bds	.....	20	†	Apr. 1, Oct. 1	1,879,000 00	1,879,000 00	1,879,000
Car Trust oblig'ns.	.....	....	....	.....	.....	503,011 86	.....
Total.....	.....	....	....	.....	$33,379,000 00	$32,106,011 86	$31,608,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry and ballast.....	$31,329 54	$183,127 99
Bridges.....	32,233 05	217,680 42
Superstructure (including ties).....	12,929 35	122,980 89
Rails	11,343 04	144,389 01
Land	.....	96,753 92
Land damages.....	2,010 50	20,876 29
Fences	3,914 26	25,587 21
Passenger and freight stations, engine and car houses	9,490 87	103,057 03
Shops, machinery and tools	.....	15,967 17
Engineering expenses	.....	2,544 85
Purchase of constructed road	.....	57,831,615 67
Wharfing	.....	29,797 23
New sidings.....	5,395 96	252,758 09
Other items.....	343 84	57,224 73
Total cost of road	$109,049 41	$59,107,059 49
EQUIPMENT.		
Locomotives.....	$38,064 99	$481,916 98
Passenger cars.....	763 19	68,264 26
Mail, baggage and express cars.....	.....	6,117 22
Freight and other cars	11,783 09	1,967,794 53
Equipment from former company	.....	1,479,730 09
Total cost of equipment.....	$40,611 27	$4,023,823 08
Grand total cost of road and equipment.....	$149,660 68	$63,130,882 57

Income Account for Year Ending June 30, 1894.

Gross earnings from operation.....	$3,011,901 91
Less operating expenses (excluding all taxes)	2,214,355 47
Net earnings from operation.....	$797,546 44
Income from other sources, as follows, viz.:	
Interest, discount, commissions, etc	9,325 26
Gross income from all sources	$806,871 70

* Interest for the first five years is dependent upon the revenue, and scrip is issued if the net earnings, after deducting for betterments, are insufficient to pay the same in cash. After the first five years it is a fixed charge of 3 per cent.; after ten years it is a 4 per cent. fixed charge, and it can not exceed 4 per cent. until the stock receives 3 per cent., when the bonds pro rate with the stock until the bonds receive up to 7 per cent.

† Interest upon the debenture bonds is dependent upon the net income, and if earned is 5 per cent. per annum, payable April and October 1.

Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	*$1,141,112 96	
Rentals	26,400 00	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	99,735 33	
		$1,267,248 29
Deficit for year ending June 30, 1894		$460,376 59

General Income Account.

Deficit for year ending June 30, 1894	$460,376 59	
Surplus up to June 30, 1893	8,060,925 63	
		$7,600,549 06
Sundry uncollectible claims charged off		1,017 48
Total surplus June 30, 1894		$7,599,531 58

DETAILED STATEMENT OF RENTALS.

Lake Shore and Michigan Southern Railway Company	$26,400 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local	.....	$2,162,694 05	$2,162,694 05
Passengers, through and local	$691,801 69		
Mail	58,013 19		
Express	49,999 97	.....	799,814 85
Miscellaneous, as follows, viz.:			
Rents	3,212 29	17,250 67	20,462 96
Milk	24,222 35	.....	24,222 35
Miscellaneous	2,190 00	2,517 70	4,707 70
Total gross earnings	$829,439 49	$2,182,462 42	$3,011,901 91

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Maintenance of way and structures:			
Repairs of track	$100,133 94	$231,314 64	$331,448 58
Steel rails laid	13,703 20	23,841 05	37,544 25
Repairs of roadbed	12,654 12	30,774 94	43,429 06
Repairs of bridges (including culverts and cattle guards)	47,127 60	67,678 60	114,806 20
Repairs of stations, shops, docks, etc	7,640 34	30,413 80	38,054 14
Repairs of fences	3,559 25	8,863 80	12,423 05
Other expenses for maintenance of way and structures	3,386 46	10,534 35	13,920 81
Total	$188,204 91	$403,421 18	$591,626 09
Maintenance of equipment:			
Repairs of locomotives	$44,613 05	$103,514 95	$148,128 00
Repairs of cars	46,410 04	197,905 39	244,315 43
Repairs of machinery and tools	5,517 97	17,658 82	23,176 79
Total	$96,541 06	$319,079 16	$415,620 22
Conducting transportation:			
Wages of conductors and men	$53,582 94	$144,115 71	$197,698 65
Wages of engineers and firemen	68,655 04	178,678 48	247,333 52
Fuel for locomotives	45,216 49	157,560 13	202,776 62
Water supply	3,549 32	8,797 48	12,346 80
Other train supplies or expenses	14,411 38	19,584 48	33,995 86
Wages of station agents and clerks and for labor at stations	39,696 19	158,654 81	198,351 00
Station supplies	2,934 66	5,647 68	8,572 34
Wages of watchmen, flagmen and switchmen	11,815 95	102,195 40	114,011 35
Other expenses for conducting transportation	762 31	1,703 57	2,465 88
Total	$240,614 98	$776,937 74	$1,017,552 02

* Five hundred and eighty-four thousand six hundred and forty-one dollars and seventy-two cents is second mortgage bond interest and unpaid.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
General expenses:			
Salaries of general officers and clerks	$23,331 26	$75,279 51	$98,610 77
General office expenses and supplies	2,278 75	12,747 96	15,026 71
Stationery and printing	5,235 33	16,913 33	22,148 66
Outside agencies and advertising	4,094 86	2,535 43	6,630 29
Legal expenses	3,773 18	11,466 86	15,240 04
Loss and damage of freight and baggage and damage to cattle and property	1,221 26	8,623 32	9,844 58
Injuries to persons	1,160 39	1,219 49	2,379 88
Telegraph maintenance and operation	14,588 90	42,724.26	57,313 16
Mileage of cars of other companies (debit balance)	2,969 59	*70,114 68	*67,145 08
Other general expenses	7,708 09	21,799 99	29,508 08
Total	$66,361 61	$123,195 53	$189,557 14
Grand total operating expenses	$591,721 86	$1,622,633 61	$2,214,355 47

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$50,107,059 49
Cost of equipment		4,022,822 66
Other permanent investments, as follows, viz.:		
Stock of other companies		10,441,297 66
Western New York and Pennsylvania railroad second mortgage bonds		425,962 79
Union Terminal Railroad Company		200,619 67
Current assets, as follows, viz.:		
Cash on hand	$148,079 77	
Due by agents	88,978 41	
Open accounts	301,962 27	
Materials and supplies	148,370 13	
Sundries	5,656 89	
		693,017 47
		$74,961,759 42

LIABILITIES.

Capital stock		$30,000,000 00
Funded debt		32,106,011 88
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$225,682 50	
Audited vouchers and pay rolls	378,247 38	
		603,929 88
Interest accrued on funded debt not yet payable		22,545 83
Non-convertible income scrip, 1907		391,247 20
Second mortgage income scrip, including the amount to be issued for interest to November 30, 1893		2,962,918 89
Real estate mortgages		270,764 00
Second mortgage bond, interest payable in cash, due April 1, 1894, and unpaid		779,582 20
Second mortgage bond, accrued, not yet payable		146,180 42
Old coupon, on account		127 50
K. V. R. R. freight warrants		59,000 00
Profit and loss (surplus)		7,599,531 55
		$74,961,759 42

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	20,168	1,429,506	1,459,668
Number of passengers carried one mile	2,738,614	28,710,451	31,449,065
Number of tons of freight carried	.....	.....	3,481,227
Number of tons of freight carried one mile	.....	.....	361,951,169
Passenger train mileage	.....	.....	1,162,669
Freight train mileage	.....	.....	1,524,474
All other train mileage	.....	.....	784,886
Total train mileage	.....	.....	3,472,029

* Credit.

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$839,439 49	$591,721 86	$247,717 63
Average per passenger carried	57	41	16
Average per passenger per mile	02637	01881	00756
Average per passenger train per mile	71	51	20
Freight earnings and expenses (including miscellaneous earnings)	2,182,462 42	1,622,633 61	559,828 81
Average per ton of freight carried	63	47	16
Average per ton of freight per mile	005714	004248	001466
Average per freight train per mile	1 43	1 06	37

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes	2.07	2.21	2.20
Average rate received per mile per ton for carrying freight, all classes	.....	.....	.56

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line, single track	200.27	400.57	127.91	207.24	328.18	607.81
Total of branches or other roads	.....	25.20	.....	.....	.....	25.20
Total single track	200.27	425.77	127.91	207.24	328.18	633.01
Second track on main line	6.65	6 65	1.47	1.47	8.12	8.12
Sidings and turnouts on main line	50.82	122.07	64.15	76.87	114.97	198.94
Sidings and turnouts on branches or other roads	.....	1.50	.....	.....	.....	1.50
Total sidings and turnouts	50.82	123.57	64.15	76.87	114.97	200.44
Grand total of tracks, sidings and turnouts	257.74	555.99	193.53	285.58	451.27	841.57
Laid with steel rail, main line	310.70	419.53	111.42	134.42	322.12	554.00
Laid with steel rail, branches or other roads	.....	22.15	.....	.....	.....	22.15
Laid with iron rail, main line	.....	16.62	14.18	48.36	14.18	64.98

Average life of rails—steel, 12 years; iron, 4 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 73 lbs.; minimum, 46 lbs.; iron, maximum, 60 lbs.; minimum, 35 lbs.; gauge of track, 4 feet 8½ inches and 3 feet; ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

Name of Branch or Road	From	To	Length in N. Y. State, miles.	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Union Terminal R.R.	Buffalo, N. Y.	Baily avenue	2.31	2.31	Leased.	1.47	3.78	.....
Buffalo division	Baily avenue	Emporium, Pa.	76.34	118.24	Owned.	6.65	124.89	.....
Pittsburg division	Buffalo Junction	B.C.R.R. Junc.	1.40	1.40	Owned.	.....	1.40	.....
Clermont branch	Larrabee, Pa.	Clermont, Pa.	.....	22.15	Leased.	.....	22.15	.....
Olean, Br. & W. R.R.	Olean, N. Y.	State Line	12.53	12.53	Leased.	.....	6.67	5.86
Olean, Br. & W. R.R.	State Line	Bradford, Pa.	.....	10.11	Leased.	.....	3.11	7.00
Kendall and Eldred.	Eldred, Pa.	Tarport, Pa.	.....	18.28	Leased.	.....	2.90	15.38
Bradford railroad	Bradford, Pa.	Kinzua Junction	.....	14.75	Leased.	.....	2.95	11.80
Kinzua railroad	Kinzua Junction	Kinzua, Pa.	.....	14.04	Leased.	.....	14.04	.....
Genesee Val. Canal	Rochester, N. Y.	Hinsdale, N. Y.	98.61	98.61	Leased.	.....	98.61	.....
Genesee Val. Term.	Terminal, N. Y.	Lincoln P'k, N.Y.	2.46	2.46	Leased.	.....	2.46	.....
R. N. Y. and Penn.	Nunda Junction	L. & P. R. R.	12.00	12.00	Leased.	.....	3.68	8.32
Pittsburg Division	B.C.R.R. Junc., N. Y.	Oil City, Pa.	84.43	135.03	Owned.	.....	135.03	.....
Pittsburg division	Oil City, Pa.	Irvington, Pa.	.....	50.20	Owned.	.....	50.20	.....
Pittsburg division	Warren, Pa.	Olean, N. Y.	38.10	59.70	Owned.	.....	59.70	.....
Pittsburg division	Stoneboro, Pa.	New Castle, Pa.	.....	36.00	Owned.	.....	36.00	.....
Pittsburg division	Tyronville, Pa.	Union City, Pa.	.....	16.30	Owned.	.....	4.53	11.77
Pittsburg division	Titusville, Pa.	Pioneer, Pa.	.....	8.90	Owned.	.....	4.05	4.85
			328.18	633.01	.....	8.12	576.15	64.98

Bridges.	In New York State.		Entire length.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		*Feet.*
Iron and steel bridges	34	5,873	50	9,967.5
Iron and steel girders	50	1,413	55	1,550
Wooden bridges	6	530	24	2,146
Wooden girders	251	2,478	418	4,762
Wooden trestles	100	21,021	231	36,706
Total	441	31,315	778	55,131.5

Equipment.	Number owned.	Number leased.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	26	....	$11,271	203,300	20	24	1
Locomotives, 6 drivers	77	....	9,303	180,500	24	63	5
Locomotives, 4 drivers	50	....	12,897	134,930	30	42	33
Total	153	....	.....	.....	.....	129	39
First class passenger cars	63	....	$4,895	48,000	35	63	56
Second class passenger cars	35	....	3,750	40,000	30	35	26
Baggage, mail and express cars	28	....	2,748	36,000	25	28	22
Total	126	....	.....	.....	.....	126	104
Tank cars	12	....	$600	16,500	30	.....	.....
Box freight cars	1,455	....	550	30,300	15	262	718
Stock freight cars	7	....	440	22,000	10	.....	.....
Coal freight cars	6,282	392	450	25,500	10	.....	3,415
Flat freight cars	47	....	300	15,400	10	.....	21
Caboose, 4-wheel cars	66	....	599	15,300	25	.....	28
Caboose, 8-wheel cars	4	....	700	22,000	25	.....	3
Service cars	255	....	300	14,500	25	.....	.....
Total	8,128	392	.....	.....	.....	262	4,185

Westinghouse air brake is used on all passenger equipment and on some of the freight equipment. The Janney coupler and buffer are used on passenger equipment; M. C. B. vertical plane couplers on freight equipment and some link and pin couplers.

Split switches are used on entire line, with the exception of a few Wharton switches.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade	19	31
Railroads crossing road over or under grade	6	6
Highway crossings at grade without protection	297	515
Highway crossings at grade protected by gates or flagmen	28	43
Highway crossings over or under grade	19	23
Overhead obstructions less than twenty feet above track	20	31

Passenger cars are heated by steam, lighted by oil lamps and ventilated by ordinary ventilators.
American Express Company operates over line of road per classification and weight.
Pullman parlor and sleeping cars run over road on mileage basis.
Empire line and Green line do business over this road.
Receive from United States government for transportation of mails, $57,093.92 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Grain	108,955	3.12
Live stock	[illegible],120	.30
Lumber	791,007	22.73
Pig and bar iron and steel	82,437	2.37
Iron or other ores	4,800	.14
Coal and coke	1,390,957	39.96
Petroleum and other oils	303,388	8.72
All other manufactures and merchandise	414,349	11.90
All other articles not included above	378,324	10.86
Total	3,481,237	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	25	3	28
Employes	73	12	85
Others	31	24	55
Total	129	39	168

EMPLOYES.

Average number of persons employed (including officials) during year	2,867
Aggregate amount of salaries and wages paid them	$1,527,045 96

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAM'L G. DECOURSEY	President	Philadelphia, Pa.
NICHOLAS THOURON	Chairman of Executive Committee	Philadelphia, Pa.
JOS. R. TRIMBLE	Secretary	Philadelphia, Pa.
FRANKLIN S. BUELL	Treasurer	Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	Buffalo, N. Y.
FRANCIS RAWLE	General Counsel	Philadelphia, Pa.
FRANK RUMSEY	General Solicitor	Buffalo, N. Y.
ROBERT BELL	General Superintendent	Buffalo, N. Y.
EDWARD T. JOHNSON	General Freight Agent	Buffalo, N. Y.
JOSEPH A. FELLOWS	General Passenger and Ticket Agent	Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
SAM'L G. DECOURSEY	Philadelphia, Pa.
NICHOLAS THOURON	Philadelphia, Pa.
EDWARD L. OWEN	New York city
PASCAL P. PRATT	Buffalo, N. Y.
GEO. E. BARTOL	Philadelphia, Pa.
E. W. CLARK, Jr.	Philadelphia, Pa.
CHAS. M. LEA	Philadelphia, Pa.
WM. C. BULLITT	Philadelphia, Pa.
J. RUNDLE SMITH	Philadelphia, Pa.
JOHN K. BARCLAY	Philadelphia, Pa.
ISAAC N. SELIGMAN	New York city
FRANK G. ROGERS	Philadelphia, Pa.
RUDOLPH FLINSCH	New York city.

Title of company, Western New York and Pennsylvania Railroad Company.
General offices at 104 South Fifth street, Philadelphia, Pa.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, January 8.
For information concerning this report, address John F. Reynolds, Auditor, 184 Exchange street, Buffalo, N. Y.

WEST TROY AND GREEN ISLAND.

LESSOR

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 15, 1870.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	300	$30,000	.....
Issued for actual cash and now outstanding	32	3,200	$3,200

Cost of Road.

Total cost of road up to June 30, 1894	$139,129 86

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$139,129 86

LIABILITIES.

Capital stock	$3,200 00
Current liabilities, as follows, viz.:	
Due Rensselaer and Saratoga Railroad Company	135,929 86
	$139,129 86

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from R. and S. bridge to Albany and Vermont line, single track, about	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE H. CRAMER	President	Troy, N. Y.
JOHN H. NEHER	Secretary	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
GEORGE H. CRAMER	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
GEORGE B. WARREN	Troy, N. Y.
CHARLES B. RUSSELL	Troy, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
WILLIAM H. DOUGHTY	Troy, N. Y.
C. E. DUDLEY TIBBETTS	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
NORMAN B. SQUIRES	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
LE GRAND C. CRAMER	Troy, N. Y.
ISAAC V. BAKER	Comstocks, N. Y.
JOHN HOBART WARREN	Hoosick Falls, N. Y.

Title of company, West Troy and Green Island Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address John H. Neher, Secretary.

BUFFALO CREEK TRANSFER.

(Date of charter, July 23, 1881.)

Not received in time to go in regular order.—*R. R. Com.*

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	500	$50,000

Cost of Road.	Total cost of road up to June 30, 1894.
Grading, masonry and ballast, bridges, superstructure (including ties)	$4,000 00
Rails, land, land damages and fences	46,000 00
Total cost of road	$50,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$50,000 00
Current assets, as follows, viz.:		
Cash on hand	$54 55	
Materials and supplies	145 45	
		200 00
		$50,200 00

LIABILITIES.

Capital stock	$5,000 00
Unfunded debt, being mortgage on real estate	45,200 00
	$50,200 00

Description of Road.

TRACK.	Miles owned, all in N. Y. State.
Main line, all within the city of Buffalo, single track	1.10
Sidings and turnouts on main line	.50
Grand total of tracks, sidings and turnouts	1.60
Laid with steel rail, main line	1.10

Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation	$46,000 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
HORACE A. NOBLE	President	257 Washington street, Buffalo, N. Y.
JOHN R. WILLIAMS	Treasurer	257 Washington street, Buffalo, N. Y.
FRANK F. WILLIAMS	Secretary	Erie Savings Bank Building, Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
HORACE A. NOBLE	Buffalo, N. Y.
JOHN R. WILLIAMS	Buffalo, N. Y.
ROBERT H. WILLIAMS	Buffalo, N. Y.
GEORGE D. ADAMS	Buffalo, N. Y.
FRANK F. WILLIAMS	Buffalo, N. Y.
JOSEPH W. NOBLE	Buffalo, N. Y.
ARTHUR H. WILLIAMS	Buffalo, N. Y.

Title of company, Buffalo Creek Transfer Railroad Company.
General offices at room 67, No. 257 Washington street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Monday in June,
For information concerning this report, address H. A. Noble, President, room 67, Coal and Iron Exchange, Buffalo, N. Y.

REPORTS

OF

ELEVATED RAILROAD COMPANIES.

BROOKLYN ELEVATED.

(Date of charter, May 26, 1874.)

For history of organization, etc., see Report of 1893.

Section of road from Thirty-eighth street and Fifth avenue to Sixty-seventh street and Third avenue, via Thirty-eighth street and Third avenue, was delivered by lessor on October 1, 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	132,836	$13,283,600
Issued on account of construction	50,000	$5,000,000
Issued in exchange for Union Elevated Railroad Company's stock	82,836	8,283,600
Total now outstanding	132,836	$13,283,600

Number of stockholders 285

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage	Oct. 1, 1884	40	6	April & Oct.	$3,500,000	$3,500,000	.....
Second mortgage	July 1, 1885	30	5	Jan. & July	1,250,000	1,250,000	.....
First mort'ge Union.	May 2, 1887	50	6	May & Nov.	7,000,000	6,150,000	$6,150,000
Second mort. Union income	May 2, 1887	40	5	Jan. & July	2,500,000	2,068,000	.....
Total	.....	....	....	.....	$14,250,000	$12,968,000	$6,150,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Grading, masonry, ballast, bridges and superstructure (including ties)	$5,915 38	$234,455 91
Land	.....	17,792 50
Land damages	56,248 17	267,094 49
Passenger stations	777 72	30,041 51
Engine and car houses	.....	10,100 56
Shops, machinery and tools	3,604 97	32,786 23
Fuel and water stations	1,456 67	39,359 18
Engineering expenses	423 21	13,331 70
Road built by contract	*2,810 00	25,795,670 98
Office furniture and fixtures	24 00	1,112 80
Total cost of road	$65,640 07	$26,411,745 86

* Credit.

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Locomotives	.....	$2,004 23
Passenger cars	.....	69,355 47
Total cost of equipment	.....	$71,359 70
Grand total cost of road and equipment	$65,640 07	$26,483,105 56

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additional structure and tracks	$5,915 33
Expenses of condemnation and purchase of right of way, and settlement of suits for damages	56,248 17
Additions to stations	777 72
Additional tools and machinery	3,604 97
Additional water station and coal incline	1,456 07
Expenses of engineering department	423 21
Additional office furniture	24 00
	$68,450 07
Sale of real estate, etc	2,810 00
	$65,640 07

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$1,755,262 55
Less operating expenses (excluding all taxes)		1,076,662 30
Net earnings from operation		$678,600 25
Income from other sources, as follows, viz.:		
Rents	$1,453 61	
Interest	4,317 54	
Miscellaneous	146 29	
		5,916 84
Gross income from all sources		$684,517 09
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$641,450 00	
Rentals	55,716 66	
Taxes on property used in operation of road	4,016 33	
Taxes on earnings and capital stock	14,536 10	
Taxes other than above on road	90,582 62	
Interest on loans	4,833 33	
		811,135 04
Deficit for year ending June 30, 1894		$126,617 95

General Income Account.

Deficit for year ending June 30, 1894	$126,617 95
Surplus up to June 30, 1893	236,345 84
Total surplus June 30, 1894	$109,727 89

DETAILED STATEMENT OF RENTALS.

Seaside and Brooklyn Bridge Elevated Railroad Company	$55,716 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers		$1,711,654 85
Miscellaneous, as follows, viz.:		
Advertising and news privileges	$28,166 67	
Telephone and telegraph companies privileges	6,499 11	
Electric railroad companies privileges	8,366 06	
Electric light companies privileges	2,661 01	
Fire department privileges	2,934 55	
		43,577 70
Total gross earnings		$1,755,169 55

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track, structure and superstructure	$30,101 14
Steel rails laid, 44-320 tons	1,396 33
Repairs of stations, shops, etc.	10,336 29
Total	$41,833 75
Maintenance of equipment:	
Repairs of locomotives	$46,881 36
Repairs of cars	36,830 85
Repairs of machinery and tools	1,799 62
Other expenses for maintenance of equipment	13,567 10
Total	$99,078 93
Conducting transportation:	
Wages of conductors and men	$100,834 80
Wages of engineers and firemen, hostlers and wipers	206,243 89
Fuel for locomotives	276,433 95
Oil and waste	6,310 33
Water supply	11,964 68
Other train supplies or expenses	3,969 78
Wages of station agents and gatemen	124,005 89
Wages for labor at stations	22,457 90
Station supplies	8,545 56
Wages of flagmen and switchmen	26,006 58
Other expenses for conducting transportation	65,638 98
Total	$862,402 34
General expenses:	
Salaries of general officers and clerks	$28,816 68
General office expenses and supplies	914 84
Stationery and printing	5,016 14
Outside agencies and advertising	643 75
Legal expenses	12,365 98
Damage to property	489 19
Injuries to persons	9,809 96
Telegraph maintenance and operation	1,881 01
Other general expenses	13,909 73
Total	$73,847 28
Grand total operating expenses	$1,076,662 30

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$26,483,105 56
Current assets, as follows, viz.:		
Cash on hand	$60,963 22	
Bills receivable	209,000 00	
Due by agents	23 10	
Open accounts	44,394 68	
Materials and supplies	111,045 25	
Sundries	29,680 32	
		446,806 87
		$26,929,912 43

LIABILITIES.

Capital stock		$13,223,000 00
Funded debt		13,965,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$114,000 00	
Audited vouchers and pay rolls	46,385 33	
Open accounts	46,607 34	
Loans and bills payable	300,000 00	
Sundries	9,653 36	
Taxes accrued	47,982 96	
Interest on loans accrued	3,955 55	
		568,584 54
Profit and loss (surplus)		109,727 69
		$26,930,912 43

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	34,223,697
Passenger train mileage	3,201,347
All other train mileage	25,948
Total train mileage	3,227,295

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$1,755,962 55	$1,076,662 30	$678,600 25
Average per passenger carried	0513	0315	0198
Average per passenger train per mile	55	34	21

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length in N. Y. State.
Main line	17.04	.....	17.04
Main line laid, first or single track	16.91	.....	16.91
Branches or other roads, first or single track	.....	3.17	3.17
Total single track	16.91	3.17	20.08
Second track on main line	16.91	.....	16.91
Second track on branches or other roads	.....	3.17	3.17
Total second track	16.91	3.17	20.08
Sidings and turnouts on main line	.90	.....	.90
Sidings and turnouts on branches or other roads	.....	.40	.40
Total sidings and turnouts	.90	.40	1.30
Grand total of tracks, sidings and turnouts	34.72	6.74	41.46
Laid with steel rail, main line	16.91	.....	16.91
Laid with steel rail, branches or other roads	.....	3.17	3.17

Average life of ties, 8 years; weight of rails per yard—steel, maximum, 85 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. state, miles.	Miles leased.	Miles of double track.	Miles laid with steel rail.
Seaside and Brooklyn Bridge Elevated Railroad Company	Schenck ave.	Cypress Hills (Jamaica avenue)	1.4	1.4	1.4	1.4
	38th st., 5th ave.	67th street and 3d ave	1.77	1.77	1.77	1.77

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, in lbs.	Number equipped with patent brake.
Locomotives, 4 drivers	76	19	95	$3,249 10 4,600 00 5,175 00 5,250 00	42,600 45,000 50,000	95
First class passenger cars	230	60	290	$2,950 00 3,832 30 3,337 00	24,900	290
Coal freight cars	8	....	8	$480 00	24,000	8
Flat freight cars	4	....	4	432 50	20,000	4
Total	12	....	12	....	.....	12

Eames vacuum brake and link coupler in use.
Split safety switches, Pennsylvania Steel Company's pattern, in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned, leased and operated by company, miles	20.06
Road constructed and opened for business, during the year, by S. S. & B. B. E. Railroad Co, miles	1.77
Cost of real estate now held by company, exclusive of that used in operation	$57,419 78
Total assessed value of real estate and personal property of company	184,400 00
Railroads crossing over or under grade	2

Passenger cars are heated by perfected Baker heater, lighted by oil and ventilated by deck roof ventilators.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	.....	8
Employes	12	3	15
Others	1	.....	1
Total	21	3	24

EMPLOYES.

Average number of persons employed (including officials) during year	1,059
Aggregate amount of salaries and wages paid them	$678,0[illegible]8 [illegible]

Officers of the Company.

Name.	*Title.*	*Official Address.*
ADOLPH LADENBURG	President	31 Sands street, Brooklyn, N. Y.
ANTHONY BARRETT	Vice-President	31 Sands street, Brooklyn, N. Y.
ELBERT SNEDECKER	Secretary and Treasurer	31 Sands street, Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
FREDERICK UHLMANN	New York city.
SIMON UHLMANN	New York city.
ADOLPH LADENBURG	New York city.
EDWARD LAUTERBACH	New York city.
JACOB SCHOLLE	New York city.
AUSTIN CORBIN	New York city.
SIMON ROTHSCHILD	New York city.
LEONARD LEWISOHN	New York city.
GEORGE W. WINGATE	Brooklyn, N. Y.
ANTHONY BARRETT	Brooklyn, N. Y.
HENRY SEIDENBURG	New York city.
ALBERT A. DRAKE	New York city.
ELBERT SNEDECKER	Brooklyn, N. Y.

Title of company, Brooklyn Elevated Railroad Company.
General offices at 31 Sands street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in January.
For information concerning this report, address Brooklyn Elevated Railroad Company.

FULTON ELEVATED.

LESSOR.

LESSEE—KINGS COUNTY ELEVATED.

(Date of charter, July 6, 1888.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,000	$300,000 00	$300,000 00

Number of stockholders 27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds	Mch. 1, 1891	40	p.c. 5	Mch. & Sept.	*$550,000	†$1,979,000

* Per mile. † Issued to contractor.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Land	.....	$34,500 00
Land damages, right of way, etc., including legal expenses	$2,017 20	48,085 21
Engine and car houses, yards, fixtures and appurtenances, engines, shops, machinery and tools	.....	74,339 53
Fuel and water stations	.....	9,291 77
Engineering expenses	3,598 71	22,486 31
Interest and discount charged to construction	1,469 15	37,577 78
Road built by contract	.....	1,999,588 04
Other general expenses of construction	64 45	13,567 27
Total cost of road	$7,149 51	$2,239,425 91
*EQUIPMENT.		
Locomotives	.....	$6,070 00
Grand total cost of road and equipment	.....	$2,245,495 91

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:

Rental under lease to Kings County Elevated Railway Company		$2,000 00
Rental of general office, 303 Washington street	$150 00	
Taxes on earnings and capital stock	37 50	
Salaries of general officers and clerks	960 00	
General office expenses and supplies	34 59	
Incidentals	436 78	
		1,618 87
Total surplus June 30, 1894		$381 13

General expenses:

Salaries of general officers and clerks	$960 00
General office expenses and supplies	34 59
Other general expenses, incidentals	436 78
Total	$1,431 37

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,239,425 91
Cost of equipment		6,070 00
Current assets, as follows, viz.:		
Cash on hand	$611 08	
Open accounts, J. R. C. open account	43,722 68	
First mortgage bonds owned by company	36,100 00	
Suspense account	3,083 18	
		83,516 94
		$2,329,012 85

LIABILITIES.

Capital stock		$300,000 00
Funded debt		1,979,000 00
Current liabilities, as follows, viz.:		
Audited vouchers and pay rolls	$830 48	
Open accounts { Ridgewood Land and Improvement Company	11,265 39	
Open accounts { Kings County Elevated Railway	21,785 90	
Loans and bills payable	15,700 00	
		49,631 78
Profit and loss (surplus)		381 13
		$2,329,012 85

* All equipment except one locomotive included in "road built by contract."

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Fulton street, near Lockman street, to town line of Jamaica, Queens county, L. I.	3
Total of branches or other roads, authorized	3.25
Main line laid, single track	2.077
Second track on main line	2.077
Third track on main line	.415
Sidings and turnouts on main line	2.779
Grand total of tracks, sidings and turnouts	7.348
Laid with steel rail, main line	7.348

Weight of steel rail per yard, 70 lbs.; gauge of track, 4 feet 8½ inches.

EQUIPMENT.	Number owned.
Locomotives, 6 drivers	13
Second-class passenger cars	50

Eames' vacuum brake on cars; steam brake on engines.
Patent split switches on line of road.

Officers of the Company.

Name.	*Title.*	*Official Address.*
EDWARD L. LANGFORD.	President	44 Court st., Brooklyn, N. Y.
WALTER K. ROSSITER..	Vice-President	44 Court st., Brooklyn, N. Y.
JOS. E. PALMER, Jr....	Secretary and Treasurer..	303 Washington st., Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
JAMES JOURDAN	Brooklyn, N. Y.
JAMES H. FROTHINGHAM	Brooklyn, N. Y.
HENRY J. ROBINSON	Brooklyn, N. Y.
EDWARD L LANGFORD	Brooklyn, N. Y.
WALTER K. ROSSITER	Brooklyn, N. Y.
JAMES O. SHELDON	Brooklyn, N. Y.
GEORGE W. CHAUNCEY	Brooklyn, N. Y.
EDWARD A. ABBOTT	New York city.
WENDELL GOODWIN	New York city.

Title of company, Fulton Elevated Railway Company.
General offices at 303 Washington street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Thursday in June.
For information concerning this report, address Joseph E. Palmer, Jr., Secretary and Treasurer.

KINGS COUNTY ELEVATED.

(Date of organization, January 6, 1879.)

For history of organization, etc., see Report of 1892.

Since the last report the final division of the Fulton Elevated road has been put under construction, and at date of this report is rapidly approaching completion. It will extend the operated line to the city limit, at the boundary of the town of Woodhaven, a distance of about one mile.

NOTE.—During the past fiscal year measures of financial readjustment of a wider and more radical scope than those previously undertaken have been deemed expedient and are now in progress. These measures include the conversion of the entire original issue of second mortgage bonds, together with the coupons of 1893 therefrom, into an income debenture; the conversion of the outstanding coupon debentures (for the coupons of 1890, 1891 and 1893), together with six months' interest thereon, into a new second mortgage income bond of a subordinate series; and the creation of a prior series of like second mortgage income bonds, for the provision of means for the necessities of the company. There is reason to expect that these later measures of readjustment will be consummated during the next fiscal year.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
	Per mile.	*Per mile.*
Authorized by law or charter	5,000	$500,000
Issued on account of construction and now outstanding	32,500	3,250,000

Number of stockholders 106

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.
			Per cent.		*Per mile.*	
* First mortgage bond.	July 1, 1885	40	5	Jan. & July	$550,000	$3,377,000
Second mortgage bond	Jan. 25, 1888	50	5	Apr. & Oct.	550,000	3,377,000
Second mortgage coupon scrip	April 1, 1890	10	1 1st yr 3 2d yr. 5 3d yr. 6 7th yr.	April 1	506,350	448,950
Total						$7,202,950

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost of road and equipment up to June 30, 1893	.....	$10,193,725 74
Foundation and structure	$100 87	.....
Land damages	6,694 23	.....
Legal expenses	5,682 64	
		12,477 73
Grand total cost of road and equipment		$10,206,203 47

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$742,230 10
Less operating expenses (excluding all taxes)		508,972 21
Gross income from all sources		$233,257 89
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$170,850 00	
Rentals	2,000 00	
Taxes on property used in operation of road	43,295 96	
Taxes on earnings and capital stock	3,499 29	
Taxes other than above	1,124 27	
Guaranteed interest on Fulton Elevated railway bonds	98,950 01	
Interest on loans, etc	15,336 47	
Real estate expenses	423 73	
		335,479 73
Deficit for year ending June 30, 1894		$102,221 84

* Of the above issue of first mortgage bonds, $200,000 bears interest at 6 per cent.

General Income Account.

Deficit for year ending June 30, 1894		$102,331 84
Surplus to June 30, 1893		21,936 35
		$80,395 49
Second mortgage bond readjustment trust expenses	$11,001 71	
Adjustment of revenue from electric wires in previous years	1,600 00	
	$12,601 71	
Less interest on second mortgage scrip written up prior to the current year, now in process of funding, transferred	6,959 25	
		5,642 46
Total deficit June 30, 1894		$86,037 95

DETAILED STATEMENT OF RENTALS.

Fulton Elevated railway		$2,000 00
Total amount of rentals deducted from income		$2,000 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers		$723,607 50
Miscellaneous, as follows, viz.:		
Advertising	$7,000 00	
Electric wires	11,347 60	
Locomotive rental	139 00	
Passenger car rental	136 00	
		18,622 60
Total gross earnings		$742,230 10

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track	$17,144 41
Repairs of foundations and structure, stations, shops, docks, etc	2,954 36
Total	$20,098 77
Maintenance of equipment:	
Repairs of locomotives	$17,482 00
Repairs of cars	14,872 15
Repairs of machinery and tools	1,443 62
Other expenses for maintenance of equipment	6,289 88
Total	$40,286 65
Conducting transportation:	
Wages of conductors and men	$51,509 83
Wages of engineers and firemen	86,286 08
Fuel for locomotives	115,906 75
Oil and waste	2,188 09
Water supply	6,334 14
Other train supplies or expenses	16,537 70
Wages of station agents and clerks	70,122 23
Wages for labor at stations	12,260 40
Station supplies	7,106 06
Wages of watchmen, flagmen and switchmen	12,478 43
Other expenses for conducting transportation	4,617 05
Total	$388,766 73
General expenses:	
Salaries of general officers and clerks	$26,188 39
General office expenses and supplies	5,183 13
Stationery and printing	3,943 69
Outside agencies and advertising	18 11
Legal expenses	6,704 04
Loss and damage of freight and baggage	39 28
Injuries to persons	754 61
Telegraph maintenance and operation	8,877 55
Other general expenses	8,131 06
Total	$59,869 86
Grand total operating expenses	$508,973 21

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$10,206,203 47
Other permanent investments, as follows, viz.:		
Leased equipment		48,550 00
Advances for purposes of right of way, terminal facilities, etc		24,839 94
Fulton Elevated railway construction		15,214 35
Current assets, as follows, viz.:		
Cash on hand	$90,188 04	
Second mortgage bond subscriptions	63,400 00	
Due by agents	96 06	
Open accounts	110,470 82	
Materials and supplies	26,953 75	
Sundries	45,000 00	
Deferred interest on second mortgage bonds, funded	448,950 00	
Deferred interest on second mortgage bonds, unfunded	168,850 00	
Deferred interest on second mortgage coupon scrip, unfunded	13,947 00	
		967,655 61
Profit and loss (deficiency)		86,627 95
		$11,349,110 62

LIABILITIES.

Capital stock		$3,250,000 00
Funded debt		7,203,950 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$87,844 50	
Interest on Fulton Elevated railway bonds, guaranteed	33,758 34	
Audited vouchers and pay rolls	41,385 49	
Open accounts	92,369 05	
Loans and bills payable	230,966 66	
Equipment lease warrants	46,800 00	
Subscriptions to second mortgage income bonds	168,239 58	
Interest on second mortgage bonds	168,850 00	
Interest on second mortgage coupon scrip	13,947 00	
		884,160 62
In process of funding mortgage on real estate		12,000 00
		$11,349,110 62

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	14,472,150
Passenger train mileage	1,211,494
All other train mileage	1,947
Total train mileage	1,213,441

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses	$723,607 50	$506,972 21	$233,257 89
Average per passenger carried	05	035169	014831

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line authorized, from Fulton ferry to Sackman street, on Fulton street	6.14	2.8818	9.0218
Main line laid, first or single track	5.444	2.079	7.523
Second track on main line	5.444	2.079	7.523
Third track on main line	.870	.359	1.229
Sidings and turnouts on main line	.522	2.724	3.246
Grand total of tracks, sidings and turnouts	12.280	7.241	19.521
Laid with steel rail, main line	12.280	7.241	19.521

Weight of rails per yard—steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Fulton Elevated Railway, authorized	Fulton and Sackman streets	City line	2.8818	Leased	2.079	2.079

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each, in lbs.	No equipped with patent brake.
Locomotives, 4 drivers	30	14	44	50,000 and 56,000	44
First class passenger cars	80	65	145	.....	145
Flat freight cars	6	.....	6	16,000	.....
Service cars	2	.....	2	2,000	.....
Total	8	.....	8	.....	.....

Passenger cars are equipped with Eames vacuum brake, link and pin coupler.
Lozenz needle switches with interlocking apparatus.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	7.522
Highway crossings under grade	2

Passenger cars are heated by Martin anti-fire car heating system, lighted by kerosene oil and ventilated by Pullman tilting and Gilbert deck.

EMPLOYES.

Average number of persons employed (including officials) during year	550
Aggregate amount of salaries and wages paid them	$333,894 97

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES JOURDAN	President	303 Washington st., Brooklyn, N. Y.
AUGUST BELMONT	Vice-President	303 Washington st., Brooklyn, N. Y.
JAMES H. FROTHINGHAM	Treasurer	303 Washington st., Brooklyn, N. Y.
HENRY J. ROBINSON	Secretary	303 Washington st., Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
JAMES JOURDAN	Brooklyn, N. Y.
JAMES R. CARTER	Boston, Mass.
HENRY J. ROBINSON	New York city.
EDWARD A. ABBOTT	New York city.
S. NEWTON SMITH	New York city.
AUGUST BELMONT	New York city.
JAMES H. FROTHINGHAM	Brooklyn, N. Y.
JAMES O. SHELDON	New York city.
WILLIAM A. READ	Brooklyn, N. Y.

Title of company, Kings County Elevated Railway Company.
General offices at 306 Washington street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address James H. Frothingham, Treasurer.

MANHATTAN.

(Date of charter, December 29, 1875.)

Organized November 10, 1875, under the Rapid Transit Act (chapter 606, Laws of 1875).

The capital stocks of the New York Elevated Railroad Company, the Metropolitan Elevated Railway Company and the Suburban Rapid Transit Company, having all been surrendered and exchanged for consolidated capital stock of Manhattan Railway Company, and certificates to that effect filed with the Secretary of State, the accounts of those companies are now embraced in the report of this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter	300,000	$30,000,000
Issued in exchange for New York, Metropolitan and "old" Manhattan stock	260,000	$26,000,000
Issued for Suburban Rapid Transit stock	40,000	4,000,000
Total now outstanding	300,000	$30,000,000

Number of stockholders 1,476

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			p.c.				
Manhattan Ry. Co. con. mort., $1,000 each	Apr. 1, 1890	100	4	Apr. & Oct.	*$40,000,000	†$11,567,000	$9,157,500
The New York El. R. R. first mort., $1,000 each	June 1, 1876	30	7	Jan. & July	12,000,000	8,500,000	3,601,830
The New York El. R. R. Co. debentures, $1,000 each	Mar. 1, 1886	30	5	Mar. & Sept.	1,000,000	1,000,000	1,000,000
Metropolitan El. Ry. Co. first mort., $1,000 each	July 10, 1878	30	6	Jan. & July	10,818,000	‡10,818,000	.....
Metropolitan El. Ry. Co. second mort., $1,000 each	Nov. 1, 1879	20	6	May & Nov.	4,000,000	‡4,000,000	
Total	.....	....	....	.....	.....	$35,885,000	.....

* Part of this $40,000,000 is for the purpose of taking up the several series of prior bonds of the New York Elevated Railroad Company and Metropolitan Elevated Railway Company.

† One million five hundred and nine thousand dollars issued to retire like amount of convertible bond certificates.

‡ Issued to the New York Loan and Improvement Company for road built, and to Manhattan Railway Company to complete the construction and equipment.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Bridges	.....	$204,555 22
Superstructure (including ties)	$104,294 49	.....
Land	.....	717,968 99
Land damages	836,497 68	.....
Passenger stations	86,489 90	.....
Engine and car houses	.....	49,336,493 96
Fuel and water stations	25,272 38	.....
Legal expenses	206,697 49	.....
Total cost of road	$1,209,181 94	$50,259,018 19
EQUIPMENT.		
Locomotives	.....	$1,421,838 00
Passenger and other cars	$317,350 00	3,078,152 00
Total cost of equipment	$317,350 00	$4,499,990 00
Grand total cost of road and equipment	$1,426,531 94	$54,759,008 19

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$10,153,576 60
Less operating expenses (excluding all taxes)		5,532,040 18
Net earnings from operation		$4,621,536 42
Income from other sources, as follows, viz.:		
News and advertising privileges	$130,000 00	
Telegraph privileges	15,000 00	
Interest account	166,677 68	
		311,677 68
Gross income from all sources		$4,933,214 10
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$2,004,554 76	
Rentals	2,500 00	
Taxes on property used in operation of road	44,175 27	
Taxes on earnings and capital stock	118,267 98	
Taxes other than above	431,068 90	
		2,600,566 86
Net income from all sources		$2,332,647 24
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on $30,000,000 stock		1,800,000 00
Surplus for year ending June 30, 1894		$532,647 24

General Income Account.

Surplus for year ending June 30, 1894		$532,647 24
Surplus up to June 30, 1893	$5,042,850 12	
Add surplus transferred from books of the Metropolitan Elevated Railway Company	47,700 02	
		5,090,550 14
Total surplus June 30, 1894		$5,623,197 38

DETAILED STATEMENT OF RENTALS.

Metropolitan Elevated Railway Company	$2,500 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	$10,137,576 60
Mail	10,000 00
Miscellaneous, as follows, viz.:	
From New York and Putnam for terminal facilities	6,000 00
Total gross earnings	$10,153,576 60

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track	$427,787 65
Steel rails laid, 2,074 tons; cost, $46,455.52.	
Repairs of structure	60,884 04
Repairs of bridges	2,442 66
Repairs of stations and shops	147,281 19
Other expenses for maintenance of way and structures	1,305 43
Total	$639,700 87
Maintenance of equipment:	
Repairs of locomotives	$336,555 90
Repairs of cars	263,858 11
Repairs of machinery and tools	9,326 22
Other expenses for maintenance of equipment	104,577 74
Total	$714,317 97
Conducting transportation:	
Wages of conductors and guards	$736,659 94
Wages of engineers and firemen	809,080 35
Fuel for locomotives	818,972 84
Oil and waste	69,080 60
Water supply	73,758 73
Other train supplies or expenses	47,293 03
Wages of station agents and gatemen	497,618 74
Wages for porters at stations	63,335 89
Station supplies	87,642 80
Wages of couplers, yardmen, flagmen and switchmen	160,670 65
Other expenses for conducting transportation	281,630 50
Total	$3,638,714 07
General expenses:	
Salaries of general officers and clerks	$290,115 52
General office expenses and supplies	49,889 42
Stationery and printing	46,182 17
Advertising	6,575 29
Legal expenses	90,974 75
Damage to property	2,041 03
Injuries to persons	70,398 53
Telegraph maintenance and operation	29,604 16
Other general expenses	30,526 40
Total	$539,307 27
Grand total operating expenses	$5,532,040 18

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$50,259,018 19
Cost of equipment		4,499,990 00
Other permanent investments, as follows, viz.:		
Cost of lease		14,014,000 00
Real estate		2,198,964 29
Estate of Jay Gould suretyships		300,000 00
Current assets, as follows, viz.:		
Cash on hand	$346,956 11	
Bills receivable	830,000 00	
Due by agents	40	
Open accounts	39,959 83	
Materials and supplies	175,022 88	
Sundries	33,325 44	
		1,515,244 65
		$72,787,217 13

LIABILITIES.

Capital stock		$30,000,000 00
Funded debt		35,885,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$172,117 70	
Dividends unpaid	18,859 00	
Audited vouchers and pay rolls	616,013 73	
Open accounts	44,330 40	
Sundries	31,663 82	
		882,984 65
Convertible bond certificates		96,035 10
Man railway 4 per cent. bonds, special		300,000 00
Profit and loss (surplus)		5,623,197 38
		$72,787,217 13

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	202,761,522
Passenger train mileage	9,026,555

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$10,153,576 60	$5,532,040 18	$4,621,536 42
Average per passenger carried	05	0272	0228
Average per passenger train per mile	1 17	64	53

Average rate for all distances on Manhattan railway lines is 5 cents, and 5 cents for all distances on suburban branch until May 26, 1894, and thereafter a uniform 5 cent fare.

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line New York and Metropolitan authorized from South ferry to Harlem river	31.55
Main line suburban branch	3.74
Total of branches or other roads authorized	.85
Main line laid, first or single track	35.29
Branches or other roads, first or single track	.85
Total single track	36.14
Second track on main line	35.29
Second track on branches or other roads	.85
Total second track	36.14
Third track on main line	9.91
Sidings and turnouts on main line	17.94
Sidings and turnouts, branches or other roads	.42
Total sidings and turnouts	18.36
Grand total sidings and turnouts	100.55
Laid with steel rail, main line	98.43
Laid with steel rail, branches or other roads	2.12

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 90 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From.	To.	Entire length in New York city, miles.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
New York Elev. R. R..	South ferry	33d street to 9th ave. (one-half only from 53d st.)....	5.33	Owned.	6.83½	6.83½
	South ferry	Harlem river and 3d ave...	8.08	Owned.	12.34	12.34
	City Hall	Chaham square (one-half only from intersection of Chambers street).....	.22	Owned.	.25	.25
	34th street and 3d avenue	34th street and East river..	.31	Owned.	.42½	.42½
	42d street and 3d avenue	Grand Central depot	.18	Owned.	.24	.24
			14.32	.....	20.09	20.09
Metropolitan Elev. Ry.	Morris and New Church	59th street and 6th avenue.	4.83	Owned.	5.74½	5.74½
	Chatham square	129th street and 2d avenue.	7.44	Owned.	9.58	9.58
	53d street and 6th avenue	159th street and 8th avenue (one-half only from 53d street to 33d street).....	5.26	Owned.	9.26	9.26
	Intersection of Chatham and Chambers sts.	Chatham square (one-half.)	.14	Owned.	.14½	.14½
	Pearl and Beaver streets	Chatham square (one-half.)	.41	Owned.	.44½	.44½
			18.08	.....	25.17½	25.17½
Suburban Rapid Transit Railway	129th street and 3d avenue.....	177th street and 3d avenue.	3.74	Owned.	5.01	5.01

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	334	$4,257	*4 680 †59,000	334
First class passenger cars	1,123	$2,723	*26,150 †25,960	1,123
Service cars.....	29	$808	.....	.....

Passenger cars are equipped with Eames vacuum brake and standard draw bar link and pin coupler.

The split switch in use in forty switch cabins and towers.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	37
Road constructed and opened for business during the year, third track, miles...	.43
Cost of real estate now held by company, exclusive of that used in operation....	$374,869
Total assessed value of real estate and personal property of company	27,873,115

Passenger cars are heated by steam (Gold's patent); lighted by oil lamps, and ventilated by sash in deck roof, operated by levers.

The United States government pays $10,000 per annum for transportation of mails over all lines operated by the company south of Harlem river.

* Manhattan. † Suburban.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	2	5
Employes	6	6	12
Total	9	8	17

EMPLOYES.

Average number of persons employed (including officials) during year	5,268
Aggregate amount of salaries and wages paid them	$3,536,267 66

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE J. GOULD	President	71 Broadway, N. Y. city.
FRANK K. HAIN	Second Vice-Pres. and Gen. Man.	71 Broadway, N. Y. city.
DANIEL W. MCWILLIAMS	Secretary and Treasurer	71 Broadway, N. Y. city.
E. F. J. GAYNOR	Auditor	71 Broadway, N. Y. city.
CHARLES P. MCFADDEN	General Ticket Agent	71 Broadway, N. Y. city.
JOHN WATERHOUSE	Chief Engineer	71 Broadway, N. Y. city.

Directors of the Company.

Name.	*Residence.*
JOSEPH EASTMAN	Tarrytown, N. Y.
GEORGE J. GOULD	Lakewood, N. J.
EDWIN GOULD	Tarrytown, N. Y.
HOWARD GOULD	Tarrytown, N. Y.
ROBERT M. GALLOWAY	New York city.
FRANK K. HAIN	New York city.
GEORGE BLISS	New York city.
G. P. MORISINI	New York city.
DONALD MACKAY	New York city.
RUSSELL SAGE	New York city.
SAMUEL SLOAN	New York city.
SIMON WORMSER	New York city.

Title of company, Manhattan Railway Company.
General offices at 71 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in November.
For information concerning this report, address Manhattan Railway Company.

SEA VIEW.

(Date of charter, June 4, 1886.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	5,000	$250,000 00
Issued on account of purchase of road	3,803	$190,150 00
Issued for scrip	12.05	602 54
Total now outstanding	3,815.05	$190,752 54

Number of stockholders 36

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST. Rate.	INTEREST. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
First mortgage.....	Jan 1, 1887	20	p.c 6	July & Jan.	$150,000	$27,500	$27,500

Cost of Road and Equipment.

ROAD.		Total cost of road and equipment up to June 30, 1894.
Purchase of constructed road, with stock		$190,752 54
Cash cost of road and equipment up to June 30, 1894		17,048 56
Total cost of road and equipment		$207,801 10

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$10,431 72
Less operating expenses (excluding all taxes)		10,070 46
Net earnings from operation		$361 26
Income from other sources, as follows, viz.:		
Interest	$433 10	
Rent	200 00	
		633 10
Gross income from all sources		$994 36
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	$1,650 00	
Taxes on property used in operation of road	1,258 60	
Taxes on earnings and capital stock	52 16	
		2,960 76
Deficit for year ending June 30, 1894		$1,966 40

General Income Account.

Deficit for year ending June 30, 1894	$1,966 40
Surplus up to June 30, 1893	8,902 99
Total surplus June 30, 1894	$6,936 59

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	$10,431 72

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track and structure	$1,256 10
Repairs of stations, shops, docks, etc.	434 23
Total	$1,690 33
Maintenance of equipment:	
Repairs of locomotives	$470 03
Repairs of cars	42 5
Total	$512 78

Conducting transportation:	
Wages of conductor and men	$768 00
Wages of engineers and firemen	1,124 36
Fuel for locomotives	621 00
Oil and waste	140 66
Water supply	150 00
Wages of station agents and clerks	621 42
Station supplies	76 38
Wages of watchmen, flagmen and switchmen	301 00
Electric lights	257 50
Total	$4,060 32
General expenses:	
Salaries of general officers and clerks	$800 00
General office expenses and supplies	80 90
Stationery and printing	20 10
Outside agencies and advertising	52 00
Injuries to persons	1,227 50
Rent	1,300 00
Insurance	326 53
Total	$3,607 03
Grand total operating expenses	$10,070 46

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$207,801 10
Current assets, as follows, viz.:	
Cash on hand	8,071 09
Open accounts	413 95
Profit and loss (deficiency)	1,966 40
	$218,252 54

LIABILITIES.

Capital stock	$190,752 54
Funded debt	27,500 00
	$218,252 54

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	235,231
Number of passengers carried one mile	235,231
Passenger train mileage	24,180

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	$10,431 72	$10,070 46	$361 26
Average per passenger carried	0443	0428	0015
Average per passenger per mile	0443	0428	0015
Average per passenger train per mile	4210	3394	0816

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Brighton Beach to West Brighton, Coney Island, single track	1
Second track on main line	1
Sidings and turnouts on main line	.3
Total tracks, sidings and turnouts	2.3
Laid with iron rail, main line	2

Average life of rails—iron, 5 years; average life of ties, 5 years; weight of rails per yard—iron, 50 lbs.; gauge of track, 4 feet 8½ inches.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	2	800
Wooden trestles	3	4,400
Total	5	5,200

EQUIPMENT.	Number owned.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	7	.....
First class passenger cars	7	7	7

Cars are equipped with Eames' vacuum brakes and Granger's automatic couplers.
Wharton split switches used entirely.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing under grade	3
Highway crossings under grade	5

Passenger cars are summer cars, no heating required; lighted by kerosene; ventilation in roofs.

NUMBER OF ACCIDENTS.	Injured.
Passengers	6

EMPLOYES

Average number of persons employed (including officials) during year	23
Aggregate amount of salaries and wages paid them	$5,262 21

Officers of the Company.

Name.	*Title.*	*Official Address.*
F. A. SCHROEDER	President	Brooklyn, N. Y.
F. M. ARGUIMBAU	Treasurer	Brooklyn, N. Y.
WM. FINLEY	General Supt. and Secretary	Flatbush, N. Y.

Directors of the Company.

Name.	*Residence.*
F. A. SCHROEDER	Brooklyn, N. Y.
I. M. BOW	Brooklyn, N. Y.
JOSEPH FAHYS	Brooklyn, N. Y.
FELIX CAMPBELL	Brooklyn, N. Y.
JESSE JOHNSON	Brooklyn, N. Y.
F. M. ARGUIMBAU	Brooklyn, N. Y.
JAMES JOURDON	Brooklyn, N. Y.
E. L. LANGFORD	Brooklyn, N. Y.
H. C. MANGELS	Brooklyn, N. Y.
G. VARRELMANN	Brooklyn, N. Y.
ALONZO SLOTE	Brooklyn, N. Y.
D. H. VALENTINE	Brooklyn, N. Y.
H. VON DEILEN	Brooklyn, N. Y.

Title of company, Sea View Railroad Company.
General offices at Flatbush, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information concerning this report, address William Finley, General Superintendent and Secretary.

REPORTS

OF THE

PALACE-CAR AND SLEEPING-CAR COMPANIES.

WAGNER PALACE-CAR.

This statement includes all the operations of the company (a joint-stock association) in sixteen States and the Dominion of Canada.

Gross earnings	$4,263,259 06
Expenses paid, including betterments and new cars	2,823,702 15
Surplus	$1,439,556 91

For information concerning this report, address James D. Taylor, Secretary and Treasurer, New York city.

REPORTS

OF

SURFACE STREET RAILROAD COMPANIES.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Expended during the year for rails, ties, joints, spikes, cartage, labor, sand, switches, crossovers, etc., used in constructing new tracks and strengthening track made necessary by the change from horse power to electric power (after deducting amount received from sale of old material)	$115,568 05
Purchased real estate, State and Dean streets	4,589 50
Betterments of buildings	12,808 46
Interest on temporary loans	3,054 06
Trucks, bearings, registers, heaters, etc	44,582 20
Sprinklers, wagon, etc	1,168 11
Total	$181,800 48

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$424,427 10
Less operating expenses (excluding all taxes)		249,169 20
Net earnings from operation		$175,257 90
Income from other sources, as follows, viz.:		
Turnpike earnings		4,301 00
Gross income from all sources		$179,558 90
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	$16,992 22	
Interest on funded debt due and accrued	39,247 24	
Rentals	31,726 00	
Tickets redeemed	98 55	
		88,064 01
Net income from all sources		$91,504 89
Payments from net income, as follows, viz.:		
Dividends declared, 12 per cent. on capital stock		127,497 00
Deficit for year ending June 30, 1894		$35,992 11

General Income Account.

Deficit for year ending June 30, 1894		$35,992 11
Surplus up to June 30, 1893	$17,001 89	
Sundry items charged direct to profit and loss during the year	57 70	
		16,944 19
Total deficit June 30, 1894		$19,047 92

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$419,153 98
Advertising, express, etc	5,283 12
Total gross earnings	$424,437 10

OPERATING EXPENSES.

Repairs of roadbed and track	$14,305 19
Repairs of buildings and fixtures	651 53
Repairs of renewals of cars, motors and other vehicles	37,536 85
Salaries of general officers and clerks	1,[illegible]79 38
Wages of conductors and motor men	111,711 93
Wages of engineer, firemen and other employes at power house	10,057 38
Light and fuel other than at power house	832 90
Coal used at power house	16,446 87
Damages to persons and property	4,410 94
Legal expenses	646 38
Advertising, printing and office expenses	2,807 06
Insurance	11,088 60
Removal of snow and ice	2,835 94
Contingencies and rent	1,616 58
Machine shop and express expenses	749 45
Stable	2,854 40
Bridge toll	11,490 48
Repairs steam plant, too's and machinery	4,088 28
Sundry repairs	13,598 75
Total operating expenses	$249,169 20

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$317,462 59
Cost of equipment		1,036,970 78
Current assets, as follows, viz.:		
Cash on hand	$3,814 76	
Open accounts	3,490 12	
Supplies on hand	25,486 55	
		32,791 43
Profit and loss (deficiency)		19,047 92
		$2,036,272 67

LIABILITIES.

Capital stock		$1,250,000 00
Funded debt		730,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$2,175 78	
Bills payable	35,000 00	
Open accounts	19,081 63	
Sundries	15 26	
		56,272 67
		$2,036,272 67

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	11.131
Second track on main line and branches	7.41
Sidings on main line and branches	.243
Total length of all tracks and sidings owned	18.784
Total length of all tracks and sidings leased	15.718
Grand total length of all tracks and sidings owned and leased	34.502

Weight of rail per yard	50 to 90 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars, not motors	21
Open cars, not motors	1
Horses	16
Number of motor cars	87
Car bodies	14
Schedule time making trip one way	22½ & 45 min.
Cars are run	Every 2½ & 5 min.
Rate of fare per passenger	5, 8 and 10 cts.
Number of passengers carried in cars during year	7,936,808
Average number of employes (including officials) during year	300

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.	Annual salary.
General officers	$6,188 52
Bookkeepers	1,000 00
Cashier	1,000 00
Clerks in general office	3,832 92

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$1 65
Drivers	10	1 65
Starters	10	1 65
Watchmen	10	1 30
Switchmen	10	1 25 and 1 50
Roadmen	10	1 65
Blacksmiths, painters and carpenters	10	1 50 and 2 00
Engineers	8	2 00 to 3 00
Firemen	8	2 25
Oilers	8	1 50
Motor repairers	10	1 50 to 2 00
Linemen	10	3 00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	18	.....	18
Employes	4	.....	4
Others	21	4	25
Total	43	4	47

Officers of the Company.

Name.	*Title.*	*Official Address.*
ROBERT C. PRUYN	President	Albany, N. Y.
JAMES MCCREDIE	Secretary	Albany, N. Y.
JOHN W. MCNAMARA	Treasurer and Gen. Manager	Albany, N. Y.
EDGAR S. FASSETT	Assistant Gen. Manager	Albany, N. Y.

Directors of the Company.

Name.	*Residence.*
ROBERT C. PRUYN	Albany, N. Y.
ANTHONY N. BRADY	Albany, N. Y.
JOHN W. MCNAMARA	Albany, N. Y.
JAMES H. MANNING	Albany, N. Y.
A. BLEECKER BANKS	Albany, N. Y.
JAMES MCCREDIE	Albany, N. Y.
JAMES ROONEY	Albany, N. Y.
ANDREW S. DRAPER	Cleveland, O.
J. IRVING WENDELL	Albany, N. Y.
WILLIAM MCEWAN	Albany, N. Y.
JOHN G. MYERS	Albany, N. Y.
SIMON W. ROSENDALE	Albany, N. Y.
ELNATHAN SWEET	Albany, N. Y.

Title of company, The Albany Railway.
General offices at Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in October.
For information concerning this report, address John W. McNamara, Treasurer.

AMSTERDAM.

(Date of charter, February 5, 1873.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	2,500	$250,000 00
Issued for actual cash	550	$55,000 00
Issued on account of construction, franchises, right of way, real estate, power station, etc.	1,950	195,000 00
Total now outstanding	2,500	$250,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
First mortgage	Oct. 1, 1920	6	Oct. & Apr.	$150,000	$150,000 00
First mortgage	Oct. 1, 1920	6	Oct. & Apr.	20,000	16,689 49
First mortgage	Oct. 1, 1920	6	Oct. & Apr.	*30,000	.....
Total	.....	....	.....	$200,000	$166,689 49

Cost of Road and Equipment.

Road built and equipped by contract previously reported	$447,643 20
Additions and betterments during year	9,979 50
Total cost of road and equipment	$457,622 70

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Electrical apparatus	$17 20
Railroad extension	7,850 60
Cars and electrical equipment	2,631 60
Snow plows	162 76
Boilers and engines	23 38
Construction car	19 46
	$10,105 00
Credit, sale of horses and harness	125 50
Total	$9,979 50

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$38,398 43
Less operating expenses (excluding all taxes)		33,471 88
Gross income from all sources		$4,926 55
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	$1,020 00	
Interest on funded debt due and accrued	7,910 00	
Interest on loans	486 90	
		9,416 90
Deficit for year ending June 30, 1894		$4,490 35

General Income Account.

Deficit for year ending June 30, 1894	$4,490 35
Surplus up to June 30, 1893	14,917 78
	$10,427 43
Amounts charged to profit and loss account during fiscal year	1,025 39
Total surplus June 30, 1894	$9,402 04

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$19,456 41
Other sources	281 19
Sales of current electric light contracts	18,660 83
Total gross earnings	$38,398 43

* In treasury.

OPERATING EXPENSES.

Repairs of roadbed and track	$1,044 10
Repairs of buildings and fixtures	1,767 50
Repairs and renewals of cars, motors and other vehicles	5,164 76
Salaries of general officers and clerks	3,285 10
Wages of conductors and motormen	5,608 09
Wages of engineer, firemen and other employes at power house	3,010 10
Wages of watchmen, starters, switchmen, roadmen, etc	895 84
Fuel, light and other supplies used at power house	8,681 49
Water tax	398 55
Legal expenses	308 36
Advertising, printing and office expenses	1,212 39
Insurance	889 85
Removal of snow and ice, car cleaning, miscellaneous labor renewals	1,370 64
Total operating expenses	$33,471 88

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$457,622 70
Current assets, as follows, viz.:	
Cash on hand	650 02
Bills receivable	2,607 88
Open accounts	2,2:0 67
Supplies on hand	6,255 77
Edison Electric Light and Power Company	9,253 17
Bonds owned	28,000 00
Bonds held in escrow	3,000 00
	$509,600 21

LIABILITIES.

Capital stock	$250,000 00
Funded debt	200,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	5,300 00
Bills payable	19,972 78
Open accounts	24,925 39
Profit and loss (surplus)	9,402 04
	$509,600 21

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Henrietta street to Akin Park	4.41
Single track, Brockton branch, from Division street to Meadow street	.63
Single track, branch, from Meadow street to Brockton in process, waiting consent of property owners	about 2.50
Total length of all tracks and sidings owned	7.54

Weight of rail per yard	48 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars, not motors	6
Open cars, not motors	4
Number of motor cars	11
Construction car	1
Snow plow	1
Schedule time making trip one way	20 min.
Cars are run	Every 10 min.
Rate of fare per passenger	4½ cents.
Number of passengers carried in cars during year	492,659
Average number of employes (including officials) during year	41

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

Manager	$1,000 00
Bookkeeper	986 00
Stock clerk	419 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$1 50
Motormen	10	1 50
Inspector	10	* 60 00
Engineer	12	* 75 00
Firemen	12	* 45 00
Linemen	12	* 45 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. H. MCCLEMENT	President	44 Broad street, New York city.
JOHN I. BEGGS	Vice-President	164 West Eighth street, Cincinnati, O.
T. D. MOSSCROP	Secretary and Treasurer	44 Broad street, New York city.
GODFREY MORGAN	Manager	Amsterdam, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN H. MCCLEMENT	Brooklyn, N. Y.
THOMAS D. MOSSCROP	Brooklyn, N. Y.
JOHN S. WISE	New York city.
ROBERT S. HARRISON	New York city.
GEORGE H. FEASONS	New York city.
EUGENE H. LEWIS	New York city.
J. S. PAGE	New York city.
EDWARD H. JOHNSON	New York city.
FRANK J. SPRAGUE	New York city.
J. HOBART HERRICK	New York city.
JONATHAN H. VAIL	New York city.
ROBERT G. DAY	New York city.
JOHN I. BEGGS	Cincinnati, O.

Title of company, Amsterdam Street Railroad Company.
General offices at 44 Broad street, New York city.
Local offices at 102 East Main street, Amsterdam, N. Y.
Date of close of fiscal year, November 30.
Date of stockholders' annual meeting, second Monday in December.
For information concerning this report, address J. H. McClement, President, 44 Broad street New York city.

ATLANTIC AVENUE.—(Brooklyn.)

(Date of charter, May 1, 1872.)

This road, as it stood May 1, 1872, with its superstructure, including iron, land, buildings and fixtures, cars, horses, harness and equipment of every kind, was purchased on that date subject to $456,600 outstanding amount of funded and mortgaged debt and certain leases from and to the other corporations. The road formerly belonged to the Brooklyn and Jamaica Railway Company. This company leased to the Long Island Railroad Company for a term of years from June 1, 1877, all that portion of its road lying in Atlantic avenue east of a line 250 feet east of the easterly side of Flatbush avenue, in the city of Brooklyn, to Jamaica, in the county of Queens, reserving the right to run cars along the southery side of Atlantic avenue as far easterly as the easterly line of Washington avenue. That company will report for the business done thereon, and pay all taxes and assessments thereon. The company has acquired the capital stock of the South Brooklyn Central Railroad Company, also the rights, franchises, road and equipment of the city division of the Prospect Park and Coney Island Railroad Company, and a controlling interest in the Brooklyn, Bath and West End Railroad Company.

* Per month.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	40,000	$2,000,000 00	.....
Issued for actual cash	9,911	$495,579 89	$495,579 89
Issued on account of construction	4,200	210,000 00	.....
Issued for real estate	4,959	247,950 00	.....
Issued for equipment	2,479	123,950 00	.....
Issued additional to stockholders	946	47,270 11	.....
Issued on account of Brooklyn and Jamaica stock	814	40,700 00	.....
Issued on account of Adams street franchise	600	30,000 00	.....
Issued for purchase of Brooklyn, Bath and West End railroad	16,091	814,550 00	.....
Total now outstanding	40,000	$2,000,000 00	$495,579 89

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
Prospect Park and Coney Island Railroad Co.'s bonds	Jan. 1, 1895	5	Jan. & July	$490,000	.....
South Brooklyn Central R. R. Co. first mortgage bonds	Aug. 1, 1897	7	Feb. & Aug.	125,000	.....
South Brooklyn Central R. R. Co. second mortgage bonds	Aug. 1, 1897	6	Feb. & Aug.	150,000	$150,000 00
Atlantic Avenue R. R. Co. general mortgage bonds	Oct. 1, 1909	5	Apr. & Oct.	759,000	781,288 50
Atlantic Avenue R. R. Co. consolidated gold bonds	Oct. 1, 1931	5	Apr. & Oct.	1,546,000	1,545,405 37
Atlantic Avenue R. R. Co. improvement mortgage gold bonds	Jan. 1, 1934	5	Jan. & July	1,500,000	1,290,000 00
Atlantic Avenue R. R. Co. real estate mortgage	.....	....	.....	106,000	106,000 00
Atlantic Avenue R. R. Co. real estate mortgage	.....	....	.....	3,500	3,500 00
Total	.....	....	.....	$4,600,500	$3,876,293 87

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost up to June 30, 1894.
Roadbed, superstructure and rails, and electric appliances pertaining to road and superstructure	$233,953 93	$1,174,450 11
Right of way	....	30,000 00
Real estate	16,849 28	1,141,410 77
Buildings and fixtures exclusively used for electric purposes	535,252 79	772,484 39
All other buildings and fixtures	*257,133 64	60,000 00
Interest and discount charged to construction	135,000 00	335,000 00
Purchase of constructed road	.....	789,433 32
Total cost of road	$863,931 36	$4,302,753 59
EQUIPMENT.		
Horses	*$51,623 64	$3,475 36
Harness	*29,184 68	1,643 25
Cars, other than motor cars, and registers	*83,990 00	240,380 30
Motor cars and fixtures	478,202 83	735,947 39
Wagons, trucks, snow plows, sleighs	*11,617 15	3,917 00
Total cost of equipment	$209,387 26	$985,364 30
Grand total cost of road and equipment	$1,073,318 72	$5,288,0[illegible] 89

* Credit.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$897,535 72
Less operating expenses (excluding all taxes)		604,586 43
Net earnings from operation		$292,949 29
Income from other sources, as follows, viz.:		
Rent of track	$51,730 70	
Rent of real estate	9,085 45	
Interest of B. B. and W. E. bonds	3,733 34	
		64,549 49
Gross income from all sources		$357,498 78
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$23,946 54	
Taxes on earnings and capital stock	5,668 93	
Taxes other than above	1,874 64	
Interest on funded debt due and accrued	194,503 33	
Rentals, track and overhead	8,880 32	
Power rental	5,398 45	
Real estate	2,000 00	
		242,272 21
Net income from all sources		$115,226 57
Payments from net income, as follows, viz.:		
Dividends declared, 5 per cent. on capital stock		100,000 00
Surplus for year ending June 30, 1894		$15,226 57

General Income Account.

Surplus for year ending June 30, 1894	$15,226 57	
Surplus up to June 30, 1893	170,661 54	
		$185,888 11
Horses	$121,694 73	
Wreck and power house	22,225 82	
Harness	21,274 43	
Wagons and trucks	14,259 15	
		180,114 13
		$5,773 98
Prepaid accounts		11,888 91
Total surplus June 30, 1894		$17,662 89

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$897,150 82
Signs in cars	384 90
Total gross earnings	$897,535 72

OPERATING EXPENSES.

Repairs of roadbed and track	$15,703 93
Repairs of buildings and fixtures	2,998 97
Repairs and renewals of cars, motors and other vehicles	66,914 52
Salaries of general officers and clerks	33,513 93
Wages of conductors and motormen	279,948 07
Wages of engineer, firemen and other employes at power house	20,735 48
Wages of watchmen, starters, switchmen, roadmen, etc.	36,468 57
Fuel, light and other supplies used at power house	33,112 90
Water tax	1,247 23
Damages to persons and property	22,346 33
Legal expenses	12,620 97
Advertising, printing and office expenses	9,183 51
Insurance	12,000 00
Removal of snow and ice	1,659 38
Harness and stable expense	43,204 64
Heating cars	3,640 00
Miscellaneous transportation	4,518 47
Inspectors	4,559 53
Donations	225 00
Total operating expenses	$604,586 43

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$4,303,752 59
Cost of equipment		985,204 50
Other permanent investments, as follows, viz.:		
South Brooklyn Central stock		153,375 00
B. B. and W. E. securities		1,491,585 00
Current assets, as follows, viz.:		
Cash on hand	$63,587 27	
Bills receivable	3,196 75	
Open accounts	43,037 80	
Supplies on hand	14,097 01	
Prepaid account	28,356 73	
		152,295 56
		$7,085,513 95

LIABILITIES.

Capital stock		$2,000,000 00
Funded debt		4,500,000 00
Mortgage debt		100,500 00
Current liabilities, as follows, viz.:		
Interest on funded debt, accrued	$87,087 67	
Bills payable	130,735 25	
Open accounts	240,578 14	
		458,351 06
Profit and loss (surplus)		17,662 89
		$7,085,513 95

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	7.875
Single track, branch	12.50
Total length of single track on main line and branches	19.875
Second track on main line and branches	18.5
Sidings on main line and branches	.5
Total length of all tracks and sidings owned	38.875
Length of railway actually leased and operated by this company, as follows:	
Total length of single track leased	1.875
Second track and sidings	1.875
Total length of all tracks and sidings leased	3.75
Grand total length of all tracks and sidings owned and leased	42.625

Weight of rails per yard	47 to 90 lbs.
Gauge of track	4 feet 8½ in.
Number of horses	30
Number of motor cars	332
Schedule time making trip one way	22 to 46 min.
Cars are run (according to time of day)	Every 2 to 10 min.
Rate of fare per passenger	Adults, 5c.; children, 3c.
Number of passengers carried in cars during year	18,331,765
Average number of employes (including officials) during year	900

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	*	$2 00
Drivers and motormen	*	2 00
Starters	9	2 00
Watchmen	10	†12 25 to 13 00
Switchmen	.....	1 25
Roadmen	10	1 50 to 2 00
Hostlers and feedmen	10	1 50 to 2 00
Inspectors	.....	2 50
Car cleaners	10	1 50 to 1 75

* According to law. † Per week.

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	4	.....	4
Employes	3	.....	3
Others	18	11	29
Total	25	11	36

Officers of the Company.

Name.	*Title.*	*Official Address.*
BENJ. NORTON	President	166 Montague st., Brooklyn, N. Y.
WM. J. RICHARDSON	Secretary and Treasurer.	166 Montague st., Brooklyn, N. Y.
H. R. NEWKIRK	Superintendent	Atlantic and Third aves, B'klyn, N.Y.

Directors of the Company.

Name.	*Residence.*
BENJ. NORTON	New York city.
WM J. RICHARDSON	Brooklyn, N. Y.
N. H. FROST	Brooklyn, N. Y.
WM. H. WALLACE	Brooklyn, N. Y.
E. W. CLARK, JR.	Philadelphia, Pa.
JOHN P. ILLSLEY	Philadelphia, Pa.
HENRY SELIGMAN	New York city.
WM. A. READ	New York city.
WM. F. REDMOND	New York city.
GEN. B. F. TRACY	New York city.
SILAS B. DUTCHER	Brooklyn, N. Y.
WM. MERTENS	New York city.
FREDERICK STRAUSS	New York city.

Title of company, The Atlantic Avenue Railroad Company, of Brooklyn.
General offices at 166 Montague street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Tuesday in April.
For information concerning this report, address Benj. Frick, Secretary and Treasurer.

AUBURN CITY.

(Date of charter, October 1, 1886.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	2,000	$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Two hundred bonds, at $1,000	Aug. 1, 1910	p c. 6	Aug.1 & Feb.1	$200,000	$190,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$23 83	$51,955 70
Electric appliances pertaining to road and superstructure	.....	10,508 29
Right of way	.....	1,200 66
Real estate	.....	18,084 58
Buildings and fixtures, exclusively used for electric purposes	57 65	29,627 28
All other buildings and fixtures	5 70	6,496 89
Interest and discount charged to construction	.....	22,450 36
Relaying track	.....	9,009 97
Road built by contract	.....	11,670 75
Purchase of constructed road	.....	50,000 00
Total cost of road	$87 18	$210,949 28
EQUIPMENT.		
Horses	.....	$600 00
Harness	.....	114 00
Cars, other than motor cars	*$26 00	1,789 00
Motor cars and fixtures	71 43	29,052 71
Wagons, trucks, snow plows, sleighs	218 35	571 35
Total cost of equipment	$263 78	$32,107 06
Grand total cost of road and equipment	$350 96	$243,056 44

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$30,717 56
Less operating expenses (excluding all taxes)		28,383 80
Net earnings from operation		$2,334 76
Income from other sources, as follows, viz.:		
Miscellaneous		177 31
Gross income from all sources		$2,512 07
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	$1,291 67	
Interest on funded debt due and accrued	12,009 90	
		13,301 57
Deficit for year ending June 30, 1894		$10,789 50

General Income Account.

Deficit for year ending June 30, 1894		$10,789 50
Deficit up to June 30, 1893		24,354 87
		$35,144 37
Extraordinary legal and other expenses	$1,931 85	
Depreciation in stock account	3,067 52	
Old accounts not good	144 40	
		5,163 77
Total deficit June 30, 1894		$40,308 14

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$30,467 56
Advertising in cars	250 00
Total gross earnings	$30,717 56

* Credit.

OPERATING EXPENSES.

Repairs of roadbed and track	$767 76
Repairs of buildings and fixtures	534 89
Repairs and renewals of cars, motors and other vehicles	4,868 07
Salaries of general officers and clerks	1,868 00
Wages of conductors and motormen	9,170 51
Wages of engineer, firemen and other employes at power house	4,622 42
Fuel, light and other supplies used at power house	2,520 39
Water tax	84 95
Advertising, printing and office expenses	816 53
Insurance	1,891 58
Removal of snow and ice	28 10
Contingencies	1,708 96
Repairs of line	206 83
Repairs of tools	15 51
Rental of cars	990 00
Total operating expenses	$26,882 80

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$210,949 38
Cost of equipment		32,107 06
Current assets, as follows, viz.:		
Cash on hand	$94 83	
Bills receivable	110 00	
Open accounts	205 07	
Supplies on hand	1,341 90	
		1,751 80
Profit and loss (deficiency)		40,308 14
		$285,116 38

LIABILITIES.

Capital stock		$150,000 00
Funded debt		200,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt	$14,520 00	
Interest due and accrued	5,000 00	
Bills payable	869 50	
Open accounts	10,226 88	
Notes payable	4,500 00	
		35,116 38
		$285,116 38

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Seward avenue to foot of Wall street	2.50
Single track, branch, from Genesee street to foot of lake	2.75
Total length of single track on main line and branches	5.25
Second track on main line and branches	.30
Total length of all tracks and sidings owned	5.55

Weight of rail per yard	45 lbs.
Gauge of track	4 ft. 8½ in.
Number of open cars, not motors	3
Horses and mules	5
Number of motor cars	7
Schedule time making trips one way	30 minutes.
Cars are run	Every 15 and 30 minutes.
Rate of fare per passenger	5c. cash, 4 1-6 tickets.
Number of passengers carried in cars during year	637,718
Average number of employes (including officials) during year	28

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Superintendent	$1,200 00
Clerk	300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 50
Watchmen	12	1 75
Roadmen	10	1 50

ACCIDENTS.

Other than passengers or employes, injured 1

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES E. EDDY	President	Boston, Mass.
A. H. UNDERWOOD	Secretary	Auburn, N. Y.
JAY E. STORKE	Treasurer	Auburn, N. Y.
A. H. UNDERWOOD	Superintendent	Auburn, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES E. EDDY	Newton, Mass.
HENRY E. COBB	Newton, Mass.
GEORGE UNDERWOOD	Auburn, N. Y.
JAY E. STORKE	Auburn, N. Y.
FREDK. E. STORKE	Auburn, N. Y.
D. A. SMITH	Auburn, N. Y.
GEO. H. NYE	Auburn, N. Y.

Title of company, The Auburn City Railway Company.
General offices at Auburn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in August.
For information concerning this report, address A. H. Underwood, Secretary and Superintendent.

BABYLON.

(Date of charter, April 15, 1871.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,000	$25,000	.....
Issued for actual cash and now outstanding	224	5,600	$5,600

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$11,204 96
EQUIPMENT.	
Horses	$100 00
Cars, other than motor cars	1,100 00
Total cost of equipment	$1,200 00
Grand total cost of road and equipment	$12,404 96

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$541 90
Less operating expenses (excluding all taxes)	515 00
Surplus for year ending June 30, 1894	$26 90

General Income Account.

Surplus for year ending June 30, 1894	$26 90
Deficit up to June 30, 1893	487 80
Total deficit June 30, 1894	$460 90

Operating Expenses.

Repairs of roadbed and track operated by horses	$185 00
Repairs of cars (not motors) and other vehicles	30 00
Wages of conductors and drivers on horse cars	300 00
Contingencies: Rent of car building	50 00
Total operating expenses	$515 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$11,204 96
Cost of equipment	1,200 00
Current assets, as follows, viz.:	
Supplies on hand	6,076 73
Profit and loss (deficiency)	460 90
	$18,941 59

LIABILITIES.

Capital stock	$5,600 00
Current liabilities, as follows, viz.:	
Bills payable	13,341 59
	$18,941 59

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Montauk railroad depot to steamboat dock	1.53

Weight of rail per yard	60 lbs.
Gauge of track	4 feet 9 in.
Number of box cars, not motors	3
Open cars, not motors	1
Horses	2
Schedule time making trip one way	10 min.
Cars are run	Every hour.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	10,838
Average number of employes (including officials) during year	3

Wages, Etc., of Other Employes.

	Average number of hours on duty per day.	Wages per month.
Conductor	10	$40 00
Drivers	10	40 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
WASHINGTON F. NORTON	President	Babylon, N. Y.
JOSEPH M. SAMMIS	Secretary	Babylon, N. Y.
JOHN R. REID	Treasurer	Babylon, N. Y.
DAVID S. S. SAMMIS	Superintendent	Babylon, N. Y.

Directors of the Company.

Name.	*Residence.*
DAVID S. S. SAMMIS	Babylon, N. Y.
JOHN R. REID	Babylon, N. Y.
JOSEPH M. SAMMIS	Babylon, N. Y.
WASHINGTON F. NORTON	Babylon, N. Y.
EDWARD DODD	Babylon, N. Y.

Title of company, The Babylon Railroad Company.
General offices at Babylon, Suffolk county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday of April.
For information concerning this report, address Washington F. Norton, President.

BINGHAMTON.

(Date of charter, April 11, 1892.)

For history of organization, etc., see Report of 1893.

April 30, 1894, the Court Street and East End Railroad Company and the West Side Street Railway Company were consolidated with the Binghamton Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	9,000	$900,000
Issued for constructed roads and total now outstanding	3,246¼	$324,810

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
First mortgage bonds.	July 1, 1893	5	Jan. 1 and July 1	$200,000 00 240,000 00 150,000 00	$200,000 00 238,000 00 138,750 00
Total				$590,000 00	$576,750 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Readbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$5,014 02	$5,014 02
Electric appliances pertaining to road and superstructure	586 78	586 78
Right of way	63 50	63 50
Real estate	175 85	175 85
Buildings and fixtures exclusively used for electric purposes	28 23	28 23
All other buildings and fixtures	189 73	189 73
Interest and discount charged to construction	324 55	324 55
Purchase of constructed road	481,261 10	1,007,999 11
Total cost of road	$487,663 76	*$1,014,381 77
EQUIPMENT.		
Motor cars and fixtures	$5,338 93	$5,338 93
Engines and machinery	134 92	134 92
Wagons, trucks, snow plows, sleighs	241 43	241 43
Total cost of equipment	$5,715 28	$5,715 28
Grand total cost of road and equipment	$493,379 04	$1,020,097 05

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New track built	$5,014 02
Overhead construction	586 78
Right of way	63 50
Improvements on land, sidewalks, etc	175 85
Additional improvements—power station	28 23
New buildings—small	189 73
Interest and discount charged to construction	324 55
Purchase of the Court Street and East End Railroad Company, the West Side Street Railway Company, and the Binghamton Railroad Company	481,261 10
New electrical equipment, labor and supplies for installing same	5,338 93
Additions to economy devices on engines and machinery	134 92
Tools, wagons, etc	241 43
Total	$493,379 04

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$8,710 18
Less operating expenses (excluding all taxes)		64,677 90
Gross income from all sources		$44,032 28
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	$2,771 00	
Interest on funded debt due and accrued	18,126 05	
		20,897 05
Net income from all sources		$23,135 23
Payments from net income, as follows, viz.:		
Dividends declared, 20 per cent. on capital stock, September 30, 1893	$54,010 00	
Deficit of Court Street and East End Railroad Company and West Side Street Railway Company assumed in consolidation	6,398 29	
		60,408 29
Deficit for year ending June 30, 1894		$37,273 06

General Income Account.

Deficit for year ending June 30, 1894	$37,273 06
Surplus up to June 30, 1893	43,086 83
Total surplus up to June 30, 1894	$5,813 77

* In this amount is included the total construction and equipment accounts of the Binghamton Street Railroad Company, the Court Street and East End Railroad Company, and the West Side Street Railway Company, including additions and betterments enumerated above.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$107,124 81
Advertising	1,585 37
Total gross earnings	$108,710 18

OPERATING EXPENSES.

Repairs of roadbed and track (operated by mechanical traction), including overhead and underground wires, cable and all other track fixtures	$2,181 75
Repairs of all other buildings and fixtures	295 11
Repairs of cars (not motors) and other vehicles	154 60
Repairs of motor cars and fixtures	6,358 16
Repairs of harness and stable equipment	23 55
Horseshoeing	124 30
Provender (including expense of grinding)	812 26
Salaries of general officers and clerks	3,063 00
Wages of hostlers and drivers on horse cars	1,799 67
Wages of conductors and motormen on cars propelled by mechanical traction	30,285 77
Wages of engineer, firemen and all others employed at power house, supplies, light, fuel, etc	7,732 77
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	4,280 29
Light and fuel, other than at power house	576 19
Repairs and replacement of tools	17 57
Water tax	104 80
Damages to persons and property	371 07
Legal expenses	115 80
Advertising, printing and office expenses	1,693 77
Insurance	3,394 87
Removal of snow and ice	354 40
Contingencies	544 57
Oil and waste other than at power house	518 83
Total operating expenses	$64,677 99

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,014,381 77
Cost of equipment	5,715 26
Current assets, as follows, viz.:	
Cash on hand	7,864 20
Open accounts	2,068 67
Supplies on hand	1,651 85
	$1,031,681 75

LIABILITIES.

Capital stock	$424,510 00
Funded debt	590,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt, due and accrued	3,000 00
Bills payable	98,000 00
Open accounts	9,857 98
Profit and loss (surplus)	5,813 77
	$1,031,681 75

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	22 35
Single track, branch	1.12
Total length of single track on main line and branches	23.47
Sidings on main line and branches	3.02
Total length of all tracks and sidings owned	26.49

Weight of rails per yard	48 and 50 lbs. T rails, 62-72 and 94 lbs. girder
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	6
Open cars, not motors	12
Horses and mules	15
Mator cars	68
Schedule time making trip one way	One-quarter hour to 45 minutes
Cars are run	Every 10 to 60 minutes
Rate of fare per passenger	5c.
Number of passengers carried in cars during year	2,526,937
Average number of employes (including officials) during year	About 125

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.

General officers	$3,000 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$1 50 to 1 75
Drivers	14	*11 00
Starters	.....	†65 00
Watchmen	12	*10 00
Roadmen	10	†60 00
Hostlers	14	*10 00
Motormen	12	1 50 to 1 75

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employes	.....	1	1
Others	2	2	4
Total	2	3	5

Officers of the Company.

Name.	*Title.*	*Official Address.*
G. T. ROGERS	President	Office Binghamton R. R. Co.
C. O. ROOT	Secretary	Office Binghamton R. R. Co.
JOHN B. ROGERS	Treasurer	Office Binghamton R. R. Co.
J. P. E. CLARK	Superintendent	Office Binghamton R. R. Co.

Directors of the Company.

Name	*Residence.*
J. B. LANDFIELD	Binghamton, N. Y.
JOHN EVANS	Binghamton, N. Y.
T. S. ROGERS	Binghamton, N. Y.
G. T. ROGERS	Binghamton, N. Y.
F. E. ROSS	Binghamton, N. Y.
C. J. KNAPP	Binghamton, N. Y.
J. G. E. CLARK	Binghamton, N. Y.
GEORGE WHITNEY	Binghamton, N. Y.
A. S. BEVES	44 Broad st., N. Y. city.

Title of company, Binghamton Railroad Company.
General offices at Power station of company, Binghamton, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in July.
For information concerning this report, address G. T. Rogers, President.

* Per week. † Per month.

BLEECKER STREET AND FULTON FERRY.

LESSOR.

LESSEE — TWENTY-THIRD STREET RAILROAD COMPANY.

(Date of charter, December 12, 1864.)

Lease now held under merger agreement by Metropolitan Street Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	9,000	$900,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	Jan. 1, 1900	p.c. 7	Jan. 1 and July 1.	$700,000

Cost of Road.	Total cost of road up to June 30, 1894.
Roadbed, superstructure and rails	$1,749,812 14
Buildings and fixtures	28,523 49
Extension of Eleventh avenue track	23,596 95
Total cost of road	$1,801,931 58

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rental received from lessee	$13,500 00
Amount to meet interest on bonds from lessee	49,000 00
Gross income from all sources	$62,500 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	49,000 00
Net income from all sources	$13,500 00
Payments from net income, as follows, viz.:	
Dividends declared, 1½ per cent. on capital stock	13,500 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$1,801,931 58

LIABILITIES.

Capital stock	$900,000 00
Funded debt	700,000 00
Profit and loss (surplus)	201,931 58
	$1,801,931 58

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Twenty-third street, North river, to Fulton ferry, East river	4.5
Second track on main line and branches	4.5
Total length of all tracks owned	9

Weight of rail per yard	47 and 60 lbs.
Gauge of track	4 ft. 8½ in.

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. H. VREELAND	President	621 Broadway, N. Y. city.
D. B. HASBROUCK	Vice-President	621 Broadway, N. Y. city.
CHARLES E. WARREN	Secretary	621 Broadway, N. Y. city.
H. S. BEATTIE	Treasurer	621 Broadway, N. Y. city.

Directors of the Company.

Name.	*Residence.*
H. H. VREELAND	New York city.
JOHN H. SELMES	New York city.
JOHN D. CRIMMINS	New York city.
H. A. ROBINSON	Yonkers.
D. B. HASBROUCK	Brooklyn.
CHARLES E. WARREN	Brooklyn.
H. S. BEATTIE	New York city.
OTIS W. RANDALL	New York city.
ALEX. E. KURSHEEDT	New York city.
JOSEPH JACOBS	New York city.
RALPH L. ANDERTON, Jr.	New York city.
F. D. ROUNDS	New York city.
THOMAS DOLAN	Philadelphia.

Title of company, Bleecker Street and Fulton Ferry Railroad Company.
General offices at 621 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Monday in January.
For information concerning this report, address Charles E. Warren, Secretary.

BROADWAY OF BROOKLYN.

(Date of charter, August 20, 1858.)

For history of organization, etc., see Report of 1892.

Merged January 16, 1894, with Broadway Ferry and Metropolitan Avenue Railroad Company and Jamaica and Brooklyn Road Company, into the Brooklyn, Queens County and Suburban Railroad Company. See report of last-named company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	5,250	$525,000	.....
Issued for actual cash	3,550	$355,000	$355,000
Issued on account of construction	950	95,000	.....
Issued on account of real estate and equipment	750	75,000	.....
Total now outstanding	5,250	$525,000	$355,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
First mortgage bonds of the Broadway Railroad Company	*	p.c. 5	Jan. & July	$250,000	$250,000
First mortgage bonds of the Yates Avenue and Flatbush Railroad Company, now Sumner Avenue branch, issued to build and equip the same and guaranteed by the Broadway Railroad Company	*	5	Jan. & July	100,000	100,000
Total	.....	....	.....	$350,000	$350,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during 6½ months ending Jan. 15, 1894.	Total cost of road and equipment up to Jan. 15, 1894.
Roadbed, superstructure and rails	$497 36	$339,795 47
Real estate, buildings and fixtures	194 83	340,281 26
Total cost of road	$622 19	$679,996 73
Total cost of equipment	.....	336,565 20
Grand total cost of road and equipment up to Jan. 15, 1894	$622 19	$1,016,551 93

Income Account for Six and One-Half Months Ending January 15, 1894.

Gross earnings from operation		$241,960 38
Less operating expenses (excluding all taxes)		171,380 21
Net earnings from operation		$70,580 17
Income from other sources, as follows, viz.:		
Rents from tracks	$520 84	
Rents from buildings	216 12	
		736 96
Gross income from all sources		$71,317 13
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$5,593 83	
Taxes on earnings and capital stock	1,757 43	
Interest on funded debt due and accrued	9,455 65	
Rentals for tracks	328 76	
		17,135 67
Net income from all sources		$54,181 46
Payments from net income, as follows, viz.:		
Interest on real estate		862 16
Surplus for six and one-half months ending January 15, 1894		$53,319 30

General Income Account.

Surplus for six and one-half months ending January 15, 1894	$53,319 30
Surplus up to June 30, 1893	116,284 19
Total surplus January 15, 1894	$169,603 49

* On six months' notice.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$241,485 52
From advertising	474 86
Total gross earnings	$241,960 38

OPERATING EXPENSES.

Repairs of roadbed and track	$5,788 05
Repairs of buildings and fixtures	204 36
Repairs of cars and other vehicles	3,184 06
Repairs of harness and stable equipment	1,331 67
Horseshoeing	6,810 44
Renewals of horses and mules	1,319 00
Provender (including expense of grinding)	37,028 84
Salaries of general officers and clerks	6,590 49
Wages of conductors and drivers on horse cars	69,247 22
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	29,564 83
Light and fuel	1,893 31
Water tax	494 00
Damages to persons and property	1,179 45
Legal expenses	1,436 97
Advertising, printing and office expenses	1,185 46
Insurance	1,692 30
Removal of snow and ice	156 97
Contingencies	2,652 79
Total operating expenses	$171,380 91

* General Balance Sheet, January 15, 1894.

ASSETS.

Cost of road	$679,986 78
Cost of equipment	336,565 20
Other permanent investments, as follows, viz.:	
Obtaining consents	15,881 76
Current assets, as follows, viz.:	
Cash on hand	714 21
Bills receivable	35,050 00
Open accounts	1,326 18
Supplies on hand	6,246 30
	$1,075,770 38

LIABILITIES.

Capital stock	$525,000 00
Funded debt	350,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt	705 65
Bills payable	4,609 00
Wages and supplies	9,879 46
Open accounts	337 43
Sundries	15,654 35
Profit and loss (surplus)	169,603 49
	$1,075,770 38

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from foot of Broadway to East New York	4.625
Single track, branch, from Broadway and Reid avenue to Atlantic avenue	1.5
Single track, branch, from Broadway and Sumner avenue to Bergen street	1.96
Single track, branch, from Broadway and Ralph avenue to Pacific street	1
Single track, branch, from Broadway and East New York to Cypress Hills	2
Total length of single track on main line and branches	11.085
Second track on main line and branches	11.085
Sidings on main line and branches	.872
Total length of all tracks and sidings owned	23.042

* All the assets and liabilities of this company have been taken over by the Brooklyn, Queens County and Suburban Railroad Company.

Weight of rail per yard	60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	116
Open cars	85
Horses	672
Schedule time making trip one way:	
East New York	45 minutes
Reid avenue	35 minutes
Sumner avenue	25 minutes
Ralph avenue	40 minutes
Cypress Hills	20 minutes
Rate of fare per passenger:	
East New York, Reid, Sumner and Ralph avenues	5 cents
Cypress Hills	3 cents
Number of passengers carried in cars, six and one-half months	49,000.57
Average number of employes (including officials), six and one-half months	400

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

	Six and one-half months' salary.
General officers	$6,590 49

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00
Drivers	10	2 00
Starters	10	2 50
Watchmen	12	2 00
Switchmen	12	$1 50 and 2 00
Roadmen	10	1 75, 2 50, 3 00
Hostlers	10	1 75
Tow boys	10	.....
Carpenters	10	2 50 and 2 75
Repair shops—blacksmiths	10	2 25 and 2 50
Painters	10	2 00, 2 25, 3 00
Horseshoers	10	3 00 and 3 25
Foremen	12	2 50 and 2 85
Car cleaners	10	1 75

ACCIDENTS.

	Killed.
Other than passengers and employes	2

Officers of the Company.

Name	*Title*	*Official Address.*
SAMUEL SPENCER	President	23 Wall street, New York city.
W. S. TOWNSEND	Secretary	23 Wall street, New York city.
R. D LANKFORD	Treasurer	21 Broadway, Brooklyn, N. Y.
HENRY MEYERHOLTZ	Superintendent	21 Broadway, Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL SPENCER	New York city.
F. CROMWELL	New York city.
W. R. DIXON	New York city.
C. H. COSTER	New York city.
J. P. MORGAN, Jr.	New York city.
T. BOWDOIN	New York city.
W. S. TOWNSEND	New York city.
J. H. WRIGHT	New York city.
E. M. ROBINSON	New York city.
W. M. INGRAHAM	New York city.
T. S. MOORE	Brooklyn, N. Y.
GEORGE W. MASLIN	Brooklyn, N. Y.
MARTIN JOOST	Brooklyn, N. Y.

Title of company, Broadway Railroad Company of Brooklyn.
General offices at 21 Broadway, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in May.
For information concerning this report, address E. R. L. Tighe, Auditor.

BROADWAY FERRY AND METROPOLITAN AVENUE (Brooklyn).

(Date of charter, September 9, 1893.)

Merged January 16, 1894, with Broadway Railroad Company of Brooklyn and Jamaica and Brooklyn Road Company with the Brooklyn, Queens County and Suburban Railroad Company. See report of last-named company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	1,000	$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Amount outstanding.	Cash realized on amount outstanding.
Purchase-money lien	$100,000	$100,000

Cost of Road and Equipment.

	Additions or betterments during year ending Jan. 15, 1894.	Total cost up to January 15, 1894.
Total cost of road and equipment up to January 15, 1894	*$1,305 00	$256,742 98

Income Account for Six and One-half Months Ending January 15, 1894.

Gross earnings from operation		$22,760 91
Less operating expenses (excluding all taxes)		29,162 51
Gross deficit from all sources		$6,401 60
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road and taxes on earnings and capital stock	$777 44	
Interest on funded debt due and accrued	5,245 53	
Rentals, miscellaneous	216 12	
		6,239 09
Deficit for six and one-half months ending January 15, 1894		$12,640 69

General Income Account.

Deficit for six and one-half months ending January 15, 1894	$12,640 69
Deficit up to June 30, 1893	11,548 63
Total deficit up to January 15, 1894	$24,189 32

* Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$22,342 19
Advertising	405 25
Miscellaneous earnings	13 47
Total gross earnings	$22,760 91

OPERATING EXPENSES.

Repairs of roadbed and track	$5,081 15
Repairs of buildings and fixtures	22 38
Repairs of cars and other vehicles	785 05
Repairs of harness and stable equipment	65 28
Horseshoeing	930 06
Provender (including expense of grinding)	6,122 74
Salaries of general officers and clerks	243 15
Wages of conductors and drivers on horse cars	8,841 33
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	4,756 98
Light and fuel, other than at power house	395 16
Damages to persons and property	65 00
Legal expenses	549 34
Advertising, printing and office expenses	197 50
Insurance	702 20
Removal of snow and ice	149 68
Contingencies	385 41
Total operating expenses	$29,168 51

General Balance Sheet, January 15, 1894.

ASSETS.

Cost of road	$256,742 92
Other permanent investments, as follows, viz :	
Obtaining consents	1,028 87
Current assets, as follows, viz.:	
Cash on hand	57 84
Sundries, fire insurance paid in advance	597 26
Profit and loss (deficiency)	24,189 32
	$283,611 21

LIABILITIES.

Capital stock	$100,000 00
Funded debt	*100,000 00
Current liabilities, as follows, viz.:	
Bills payable	73,600 00
Open accounts	4,286 54
Sundries, taxes, licenses, track rents and interest	4,724 67
	$283,611 21

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Kent avenue to Lutheran cemetery	4.2
Single track, branch, from Lutheran cemetery to St. John's	.7
Total length of single track on main line and branches	4.9
Second track on main line and branches	4.2
Total length of all tracks and sidings owned	9.1

Weight of rail per yard	47 to 52 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	25
Open cars	25
Horses	114
Schedule time making trip one way	1 hour.
Cars are run	In Brooklyn, every 6 to 10 minutes; Queens county, every 6 to 30 minutes.
Rate of fare per passenger	Brooklyn, 5 and 3 cents; Queens county, 3 cents.
Number of passengers carried in cars during the year	469,844
Average number of employes (including officials during year)	65

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.	Six and one-half months' salary.
General officers	$243 15

* This purchase-money mortgage has been paid. All the assets and liabilities of this company have been taken over by the Brooklyn, Queens County and Suburban Railroad Company.

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00
Drivers	10	2 00
Starters	12	2 00
Watchmen	12	2 14
Towboys	10	1 25
Roadmen	10	1 75, 3 00
Hostlers	10	1 75
Carpenters	10	2 50
Horseshoers	10	$3 00 and 3 25
Changers	10	1 75 and 2 00

Officers of the Company.

Name.	*Title.*	*Official Address*
GEORGE W. MASLIN	President	21 Broadway, Brooklyn.
E. M. ROBINSON	Secretary	21 Broadway, Brooklyn.
R. D. LANKFORD	Treasurer	21 Broadway, Brooklyn.
HENRY MEYERHOLTS	Superintendent	21 Broadway, Brooklyn.

Directors of the Company.

Name.	*Residence.*
GEORGE W. MASLIN	Brooklyn, N. Y.
JOHN G. HOW	New York city.
R. P. HUNTINGTON, Jr	New York city.
CHARLES H. POND	New York city.
WARREN L. SAMPSON	New York city.
E. M. ROBINSON	New York city.
H. P. STURGES	New York city.
LESLIE RYAN	New York city.
E. W. DICKINSON	New York city.
HENRY S. BIDWELL	Brooklyn, N. Y.
J. H. EMANUEL, Jr	Brooklyn, N. Y.
EDWARD P. BROMLEY	Brooklyn, N. Y.
LUDLOW W. VINTON	Brooklyn, N. Y.

Title of company, The Broadway Ferry and Metropolitan Avenue Railroad Company.
General offices at 23 Wall street, New York.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in September.
For information concerning this report, address E. R. L. Tighe, Auditor, 21 Broadway, Brooklyn, N. Y.

BROADWAY AND SEVENTH AVENUE (New York City).

LESSOR.

LESSEE — METROPOLITAN STREET.

(Date of charter, May 26, 1864.)

By an act of the Legislature, entitled "An act to authorize the construction of a railroad in Seventh avenue and certain other streets and avenues in the city of New York," passed April 17, 1860 (chapter 513, Laws of 1860), John Kerr and 11 other persons named as grantees in route therein mentioned. The said grantees, or their assigns and associates, were organized as a corporation on or about the 26th day of May, 1864, under the provisions of the General Railroad Act of 1850.

The said grantees, prior to their incorporation, having constructed the said railroad or main portions thereof, and having contracted for the purchase of real estate required for stable and depot purposes, on or about the 30th of May, 1864, sold to the incorporated company the aforesaid railroad grant and all the rights, privileges and franchises acquired as aforesaid, together with the railroad previously constructed, with its fixtures and appurtenances, and all other property, rights or interest owned or acquired by said grantees, and for which the capital stock of the company was issued as so much cash, as also were the bonds to the amount of $1,500,000, made and issued at the same time, except the bonds reserved to complete the depot, buildings, etc.

By chapter 560 of the Laws of 1866, as amended by chapter 904, Laws of 1867, the route of the railroad of this company was changed and altered as therein mentioned. The company continued to run and operate its railroad upon the routes named in its articles of association, as altered by the statutes aforesaid, until on or about the 22d day of June, 1885, when having previously acquired by agreement with the Broadway Surface Railroad Company the right to

run its cars in common with the cars of said other company upon the railroad tracks in Broadway, between Fifteenth street and the Battery, in the city of New York, this company, on or about the 22d day of June, 1885, commenced to run its cars thereon, and has since continued so to do in connection with its previous routes.

This road and its connections is now operated under lease by the Metropolitan Street Railway Company.

Leased to the Metropolitan Street Railway Company, the successor of the Houston, West Street and Pavonia Ferry Railroad Company, for the unexpired term of its charter, on May 13, 1890. Terms, 10 per cent. rental on capital stock of $2,100,000.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	21,000	$2 100,000

*FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		p. c.		
First mortgage bonds	Jan. 1, 1904	5	June & Dec. 1	$1,500,000
Second mortgage bonds	July 1, 1914	5	Jan. & July 1	500,000
First consolidated mortgage bonds	Dec. 1, 1943	5	June & Dec. 1	7,620,000
Totals	.....	....	.....	$9,650,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost up to June 30, 1894.
Roadbed, superstructure and rails (exclusive of cable appliances pertaining to road and superstructure)	.....	$2,644,581 83
Cable appliances pertaining to road and superstructure	$3,736,655 25	3,736,655 25
Real estate	1,870,036 43	2,655,716 50
Buildings and fixtures exclusively used for cable purposes	1,350,000 00	1,350,000 00
All other buildings and fixtures	866,530 29	1,205,940 61
Total cost of road	$7,823,221 97	$11,592,844 19
EQUIPMENT.		
Horses	.....	$199,120 25
Harness and cars, other than motor cars	$102,049 00	172,475 00
Motor cars and fixtures	.....	260,000 00
Wagons, trucks, snow plows and sleighs	.....	831 53
Total cost of equipment	$102,049 00	$632,426 78
Grand total cost of road and equipment	$7,925,270 97	$12,225,270 97

* In addition to the funded debt mentioned, this company, in part consideration for the use of the tracks of the Broadway Surface Railroad Company on Broadway, between Fifteenth street and the Battery, has assumed the payment of the principal and interest of $1,125,000 of the first mortgage bonds of said Broadway Surface Railroad Company, and likewise has assumed payment of the interest of the second mortgage bonds of the said company to the amount of $1,000,000, and also by the lease of the South Ferry Railroad Company it assumes the payment of principal and interest of $350,000 of the mortgage bonds of that company, which payments are charged under the head of rentals in the report of the Metropolitan Street Railway Company.

There is deposited with the trustee, $4,850,000 of the first mortgage consolidated bonds of the Broadway and Seventh Avenue Railroad Company, to secure the redemption and payment of the full issue of the Broadway Surface bonds, $2,500,000, and the Broadway and Seventh Avenue first and second mortgage bonds, $2,000,000, and also the South Ferry Railroad Company first mortgage bonds, $350,000.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

This company has acquired the right to operate the Broadway line from Fifty-ninth street to South Ferry by cable motive power.

Also the constructed and fully equipped cable road, with power plant, machine shops, new cars and all appointments requisite to the complete operation of the Broadway cable line, costing (without including interest on advances) for street construction, which includes the expense of removing old tracks, building temporary side tracks, excavations, pipe moving, steam heating, right of way, Western Union Telegraph Company right of way, building foundations, conduits, track laying, carrier pulleys, curve wheels, terminal sheaves and wire rope, and for equipment, which to June 30, 1894, amounts to $1,888,704.25.

Also the power plant at Fiftieth and Fifty-first streets and Sixth avenue, which includes the alterations of old buildings, excavations, foundations for power, and all machinery, engines, boilers, electric-light plant and fully equipped machine shop, at a cost to June 30, 1894, amounting to $550,000.

Also the power plant at Houston street and Broadway, including excavating, shoring, underpinning, building foundations and all machinery, engines, boilers, electric-light plant, steam heating and appurtenances, at a cost to June 30, 1894, of $800 000.

Also a conveyance of all the property, real estate and building at Houston street and Broadway, where the cable building is (without including the cost of excavating and building foundations, for machinery and power engines, which are included in the above item of power plant); and a conveyance of additional property embracing eighteen parcels at the north side of Fiftieth street, between Sixth and Seventh avenues, to be used for the enlargement of the Broadway and Seventh avenue depot, and thereby furnish increased and needed facilities for conducting the business of the line, amounting in all to $2,736,566.72.

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rental from lessee	$210,000 00
Payments from net income, as follows, viz.:	
Dividends declared, 10 per cent. on capital stock	210,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$11,592,844 19
Cost of equipment	632,426 78
Current assets, as follows, viz.:	
Open accounts	52,500 00
	$12,277,770 97

LIABILITIES.

Capital stock	$2,100,000 00
Funded debt	9,650,000 00
Current liabilities, as follows, viz.:	
Dividends unpaid	52,500 00
Open accounts	475,270 97
	$12,277,770 97

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway	4.282
Single track, branch, from Fifty-first street and Seventh avenue to Park Place and Broadway	4.046
Total length of single track on main line and branches	8.328
Second track on main line and branches	8.328
Total length of all tracks and sidings owned	16.656
Length of railways actually leased and operated by this company, as follows:	
Single track from Fifteenth street and Broadway to Bowling Green	2.507
Single track from Vesey and Church streets to South Ferry	.850
Total length of single track leased	3.357
Second track and sidings	3.357
Total length of all tracks and sidings leased	6.714
Grand total length of all tracks and sidings owned and leased	23.370

Officers of the Company.

Name.	*Title.*	*Official Address.*
EDWARD A. WICKES	President	621 Broadway, New York city,
JOHN P. O'BRIEN	Vice-President	621 Broadway, New York city.
J. WADSWORTH RITCHIE	Secretary and Treasurer	621 Broadway, New York city.
HENRY A. NEWELL	Superintendent	761 Seventh avenue, N. Y. city.

Directors of the Company.

Name.	*Residence.*
EDWARD A. WICKES	New York city.
H. H. VREELAND	New York city.
W. L. ELKINS	Philadelphia, Pa.
THOMAS DOLAN	Philadelphia, Pa.
CLAY KEMBLE	Philadelphia, Pa.
W. B. DINSMORE	New York city.
J. WADSWORTH RITCHIE	New York city.
D. B. HASBROUCK	Brooklyn, N. Y.
CHARLES E. WARREN	Brooklyn, N. Y.
HENRY A. ROBINSON	Yonkers, N. Y.
JOHN P. O'BRIEN	New York city.
CHARLES F. FROTHINGHAM	New York city.
W. H. ROCKWELL	New York city.

Title of company, Broadway and Seventh Avenue Railroad Company.
General offices at 621 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in June.
For information concerning this report, address the company.

BROOKLYN CITY.

LESSOR.

LESSEE — BROOKLYN HEIGHTS.

(Date of charter, December 17, 1853.)

For history of organization, etc., see report of 1893.

Under the lease of the Brooklyn City railroad to the Brooklyn Heights railroad the lessor leases its entire plant to lessee for a period of 999 years on a rental of 10 per cent. on its capital stock of $12,000,000 and payment of all fixed charges in the nature of interest, taxes assessments or otherwise, and all expense necessary to preserve the organization of the lessor as a corporate body.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	1,200,000	*$12,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
Brooklyn City R. R. first mortgage bonds on consolidated property	1941	5	Jan. & July	$6,000,000	$6,000,000
Brooklyn Crosstown railroad	1908	5	Jan. & July	200,000	200,000
Cal., Gpt. & B. R. R	1907	6	June & Dec.	200,000	200,000
New Wm. & Flatbush R. R	1897	7	Feb. & Aug.	200,000	200,000
Greenpoint & Lorimer R. R	1910	6	May & Nov.	125,000	125,000
Grand Street & Newtown R. R.	1906	5	April & Oct.	200,000	200,000
Total	.....	....	.....	$6,925,000	$6,925,000

*Issued and outstanding, $11,999,947.80; retained in treasury to complete fractional parts of shares held by stockholders, $51.20.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost up to June 30, 1894.
Electric appliances pertaining to road and superstructure	$1,735,080 75	$7,988,641 66
Right of way, real estate, buildings and fixtures, exclusively used for electric purposes, and all other buildings and fixtures	1,395,581 26	5,969,629 75
Interest and discount charged to construction	34,726 11	152,345 78
Total cost of road	$3,165,388 12	$14,110,617 19
EQUIPMENT.		
Horses	*$7,941 00	$1,320,056 32
Harness	.....	
Cars, other than motor cars	.....	
Motor cars and fixtures	1,327,997 32	
Dummies	.....	
Wagons, trucks, snow plows, sleighs	.....	
Total cost of equipment as reported up to June 30, 1893	.....	3,409,260 62
Total cost of equipment	$1,320,056 32	$4,729,316 94
Grand total cost of road and equipment	$4,485,394 44	$18,839,934 13

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Reconstructing roadbed and track for electric by substitution of girder system for stringer, removing old material, etc.	$1,184,557 29
Overhead construction and supplementary moving	550,478 46
Interest on loans	34,726 11
Additional buildings, power houses, etc.	1,27[illegible],568 51
Alteration of depots to adapt to electric cars	117,012 75
Additional cars and trucks	406,207 68
Alteration of horse cars into electric cars	327,372 02
Electrical equipment for new and altered cars	541,818 96
Other equipment, wagons, trucks, etc	52,598 66
	$4,493,335 44
Credit horses sold	7,941 00
Total	$4,485,394 44

Income Account for Year Ending June 30, 1894.

Gross earnings from operation			$2,149 01
Less operating expenses (excluding taxes)			22,374 64
Net deficit from operation			$20,225 63
Income from rental, viz.:			
Dividends		$833,262 01	
Interest on funded debt		121,733 30	
Taxes on real estate		132,603 72	
Taxes on earnings and capital stock		8,356 82	
Assessments		1,376 64	
			1,097,332 49
Gross income from all sources			$1,077,106 86
Deductions from income, as follows, viz :			
Taxes on property used in operation of road:			
Proportion due from and paid by Brooklyn City R. R.	$56,023 69		
Amount paid by Brooklyn Heights to Brooklyn City railroad	132,603 72		
Amount due from Brooklyn Heights paid by Brooklyn City railroad	3,626 85		
		$194,254 26	
Taxes on earnings and capital stock:			
Proportion due from and paid by Brooklyn City R. R.	$30,992 14		
Amount paid by Brooklyn Heights to Brooklyn City railroad	8,356 82		
		39,348 96	

* Credit.

Taxes other than above:			
Paid Comptroller for railroad commission due from and paid by Brooklyn City railroad		$1,349 41	
Interest on funded debt:			
Amount paid by Brooklyn Heights to Brooklyn City railroad	$121,733 30		
Amount due from Brooklyn Heights paid by Brooklyn City railroad	150,283 96		
		272,017 26	
Interest on floating debt:			
Due from and paid by Brooklyn City railroad		8,916 90	
			$515,886 79
Net income from all sources			$561,220 07
Payments from net income as follows, viz.:			
Dividends paid by Brooklyn Heights:			
Two and one-half per cent. on $9,706,130	$242,653 25		
Two and one-half per cent. on $11,624,350.40	290,608 76		
Two and one-half per cent. on $12,000,000	300,000 00		
		$833,262 01	
Due from Brooklyn Heights, advanced by Brooklyn City railroad, 2½ per cent. on $12,000,000		300,000 00	
Paid from surplus, by Brooklyn City railroad, 2 per cent. on $12,000,000		240,000 00	
			1,373,262 01
Deficit as reported for year ending June 30, 1894			$812,041 94
Surplus, June 30, 1893		$7 9,913 77	
Premiums on stock		7,341 66	
Premiums on bonds		212,916 00	
Due from Brooklyn Heights on acc't of rental, payable July 1, 1894,		453,604 92	
			1,394,3'6 35
Total surplus June 30, 1894			$582,334 41

Analysis of Gross Earnings and Operating Expenses.

Miscellaneous	$2,149 01

OPERATING EXPENSES.

Repairs of buildings and fixtures, exclusively used for mechanical power	$367 61
Repairs of motor cars and fixtures	75 10
Repairs of harness and stable equipment	30 80
Renewals of horses and mules	*380 00
Provender (including expense of grinding)	71 67
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc., and supplies,	1,199 31
Light and fuel other than at power house	51 79
Legal expenses	11,316 94
Advertising, printing and office expenses	1,146 36
Contingencies	8,101 36
Rents	393 68
Total operating expenses	$22,374 64

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$14,110,617 19
Cost of equipment		4,729,316 94
Current assets, as follows, viz.:		
Cash on hand	$18,221 44	
Bills receivable	135,000 00	
Open accounts	954,261 78	
		1,107,483 22
		$19,947,417 35

* Credit.

LIABILITIES.

Capital stock	$12,000,000 00	
Fractions not issued	51 20	
		$11,999,948 80
Funded debt		6,925,000 00
Current liabilities, as follows, viz.:		
Bills payable		100,000 00
Open accounts		340,134 14
Profit and loss (surplus)		582,234 41
		$19,947,417 35

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Total length of single track on main line and branches	95.50
Second track on main line and branches	87.32
Sidings on main line and branches	16.25
Total length of all tracks and sidings owned	199.02

Weight of rail per yard	45 to 70 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	610
Open cars, not motors	156
Number of motor cars	1,240
Dummies	28

Salaries, Wages, etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

General officers	$6,500 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
EDWARD MERRITT	President *pro. tem*	Brooklyn, N. Y.
THOMAS P. SWIN	Secretary and Treasurer	Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
S. L. HUSTED, Jr.	Brooklyn, N. Y.
EDWARD MERRITT	Brooklyn, N. Y.
DAVID G. LEGGET	Brooklyn, N Y.
EDWARD D. WHITE	Brooklyn, N. Y.
SAM'L W. BOWNE	Brooklyn, N. Y.
GEO. W. BERGEN	Brooklyn, N. Y.
F. A. VAN IDERSTINE	Brooklyn, N. Y.
ALONZO SLOTE	Brooklyn, N. Y.
CHAS. S. OSLONE	Brooklyn, N. Y.
R. L. EDWARDS	Brooklyn, N. Y.
W. CARY SANGER	Brooklyn, N. Y.
JOHN C. BARRON	New York city.

Title of company, The Brooklyn City Railroad Company.
General offices at 168 and 170 Montague street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in January.
For information concerning this report, address Thomas P. Swin, Secretary and Treasurer, 168 and 170 Montague street, Brooklyn, N. Y.

BROOKLYN CITY AND NEWTOWN.

(Date of charter, May 22, 1860.)

For history of organization and consolidation, see Report of 1892.

The provisions of law having been complied with, this company commenced the work of changing its traction system from horses to electricity in August, 1892.

The first car was run on our DeKalb avenue line by electricity December 3, 1892, and both our lines operated entirely by electricity August 28, 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	20,000	$2,000,000	.....
Issued for actual cash	7,000	$700,000	$700,000
Issued on account of construction	3,000	300,000	.....
Total now outstanding	10,000	$1,000,000	$700,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p c.			
First mortgage bonds	July 1, 1939	5	Jan. 1 & July 1	$1,900,000	$1,900,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$93,808 26	$665,122 08
Electric appliances pertaining to road and superstructure	20,499 21	93,755 86
Right of way	578 75	214,212 28
Real estate	.....	64,639 07
Buildings and fixtures, exclusively used for electric purposes	67,568 19	290,617 75
All other buildings and fixtures	8,171 38	340,108 66
Interest and discount charged to construction	.....	11,350 00
Road built by contract	.....	379,413 87
Purchase of constructed road	.....	452,770 01
Total cost of road	$190,625 79	$2,511,979 53
EQUIPMENT.		
Horses	*$5,394 88	$93,912 12
Harness	*28 75	9,492 75
Cars, other than motor cars	8,215 00	243,582 52
Motor cars and fixtures	76,040 56	332,167 06
Wagons, trucks, snow plows, sleighs and contingencies	3,073 64	22,942 67
Total cost of equipment	$81,904 57	$702,097 12
Grand total cost of road and equipment	$272,530 36	$3,214,076 64

*Credit.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$591,346 96
Less operating expenses (excluding all taxes)		336,918 07
Net earnings from operation		$254,428 89
Income from other sources, as follows, viz.:		
Interest on deposits and discounts		364 70
Gross income from all sources		$254,793 59
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$11,129 08	
Taxes on earnings and capital stock	3,949 95	
Taxes other than above	461 43	
Interest on funded debt due and accrued	90,729 18	
Interest on bond and mortgage on real estate	9,797 35	
		116,066 89
Net income from all sources		$138,726 70
Payments from net income, as follows, viz.:		
Dividends declared, 10 per cent. on capital stock		100,000 00
Surplus for year ending June 30, 1894		$38,726 70

General Income Account.

Surplus for year ending June 30, 1894	$38,726 70
Surplus up to June 30, 1893	72,545 28
Profit on real estate investment	4,715 57
Rebate on water tax of prior years	902 09
Total surplus June 30, 1894	$116,889 64

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$589,322 52
Rent of car panels	2,000 00
Rent of tracks	24 44
Total gross earnings	$591,346 96

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$575 06
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	12,769 24
Repairs of buildings and fixtures, exclusively used for mechanical power	2,418 25
Repairs of all other buildings and fixtures	5,855 12
Repairs of cars (not motors) and other vehicles	12,820 69
Repairs of motor cars and fixtures	10,656 92
Repairs of harness and stable equipment	264 79
Horseshoeing	703 35
Renewals of horses and mules	160 00
Provender (including expense of grinding)	4,806 96
Salaries of general officers and clerks	17,355 68
Wages of conductors and drivers on horse cars and conductors and motormen on motor cars	*143,512 55
Wages of engineer, firemen and all others employed at power house	6,560 33
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	33,829 34
Light and fuel other than at power house	4,409 87
Fuel, light and other supplies used at power house	26,323 03
Water tax	2,090 34
Damages to persons and property	13,507 42
Legal expenses	4,512 82
Advertising, printing and office expenses	1,414 63
Insurance	15,214 82
Removal of snow and ice	1,565 07
Contingencies	11,9 9 96
Stable and trucking	3,672 83
Total operating expenses	$336,918 07

* During July and August, 1893, the change from horses to electricity was not entirely completed and one of the lines was run in part by horses and partly by electricity.

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,511,979 52
Cost of equipment		703,097 12
Current assets, as follows, viz.:		
Cash on hand	$54,789 55	
Open accounts	10,263 01	
Supplies on hand	8,725 07	
		73,727 63
		$3,287,804 27

LIABILITIES.

Capital stock		$1,000,000 00
Funded debt		1,900,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$47,500 00	
Open accounts	31,808 70	
Bonds and mortgages on real estate	191,605 93	
		270,914 63
Profit and loss (surplus)		116,889 64
		$3,287,804 27

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Wyckoff avenue to Fulton ferry	4.55
Single track, branch, from Gold st. and DeKalb ave. to Front and Wash. sts	1.36
Single track, branch, from Water and Washington streets to Debevoise street and DeKalb avenue	1.24
Single track, branch, from Grand street ferry to Prospect park	4.25
Total length of single track on main line and branches	11 40
Second track on main line and branches	8.55
Sidings on main line and branches	1.40
Total length of all tracks and sidings owned	21.35

Weight of rail per yard	66 to 98 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	46
Open cars, not motors	51
Number of motor cars	164
Schedule time making trip one way:	
DeKalb avenue	29 min.
Franklin line	35 min.
Cars are run:	
Shortest headway	1 min.
After midnight, longest	30 min.
Rate of fare per passenger	Adults, 5 cents; children, 3 cents.
Number of passengers carried in cars during year	14,664,083
Average number of employes (including officials) during year	400

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers	$9,800 00
Clerks and receivers	$520 to $1,300

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	*12	$2 00
Drivers and motormen	*12	2 00
Starters	12	2 25 and 2 75
Watchmen	2	2 00
Switchmen	10 to 12	1 50 to 1 80
Roadmen	10	1 75
Hostlers	10	1 75
Repair shops	10	2 50 and 3 50

* Includes meal hours; actual work, 10 hours

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	....	3
Employes	1	.....	1
Others	3	4	7
Total	7	4	11

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN N. PARTRIDGE	President	DeKalb and Central aves., Brooklyn.
DUNCAN B. CANNON	Sec'y and Treas	DeKalb and Central aves., Brooklyn.
JOHN L. HEINS	Superintendent	DeKalb and Central aves, Brooklyn.

Directors of the Company.

Name.	*Residence.*
JOHN N. PARTRIDGE	Brooklyn, N. Y.
LOUIS FITZGERALD	New York city.
HENRY B. HYDE	New York city.
ALFRED WAGSTAFF	New York city.
E. L. MONTGOMERY	New York city.
JOHN L. HEINS	Brooklyn, N. Y.
THOMAS ENNIS	Brooklyn, N. Y.

Title of company, Brooklyn City and Newtown Railroad Company.
General offices at 120 Broadway, New York city; executive office DeKalb and Central avenues, Brooklyn.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in April.
For information concerning this report, address Duncan B. Cannon, Secretary.

BROOKLYN HEIGHTS.

(Date of charter, April 1, 1887.)

For history of organization, etc., see Reports of 1892 and 1893.
Lines operated by the Brooklyn Heights Railroad Company:
Montague Street, Greenpoint, Crosstown (Greenpoint), Crosstown (Erie Basin), Calvary Cemetery, Meeker Avenue, Grand Street, Corona, Flushing Avenue, Tompkins Avenue, Nostrand Avenue, Holy Cross Cemetery, Lorimer Street, Myrtle Avenue, Bushwick Avenue, Cypress Hills, Lutheran Cemetery, Union Avenue, Richmond Hill, Bowery Bay, Gates Avenue, Putnam Avenue, Fulton Street, Flatbush, Third Avenue, Court Street, Hamilton Avenue, Furman Street, Second Avenue, Flatlands line, Nassau Avenue line.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	$200,000	....
Issued on account of construction and total now outstanding	2,000	$200,000	$200,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	April, 1941	p.c. 5	April and Oct.	$250,000	$250,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost of road as reported up to June 30, 1893.....	.....	$447,635 71
EQUIPMENT.		
Horses.....	$53,118 81	$53,118 81
Motor cars and fixtures.....	2,442 00	5,775 60
Total cost of equipment.....	$55,560 81	$58,894 41
Grand total cost of road and equipment.....	$55,560 81	$506,530 12

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Horses.....	$53,118 81
Montague street cars.....	2,442 00
Total	$55,560 81

*Income Account.

Gross earnings from operation			$4,303,117 45
Less operating expenses (excluding all taxes)			2,673,391 73
Net earnings from operation.....			$1,629,725 72
Income from other sources, as follows, viz.:			
Interest on guarantee fund and miscellaneous interest and rentals			189,339 49
Gross income from all sources.....			$1,819,065 21
Deductions from income, as follows, viz.:			
Taxes on property used in operation of road:			
On account Brooklyn Heights railroad.....	$2,314 63		
Paid Brooklyn City railroad, rental.....	130,249 74		
Paid direct on account of rental	17,597 77		
Due Brooklyn City railroad, rental	4,091 18		
Accrued, not due.....	82,586 41		
		$236,839 73	
Taxes on earnings and capital stock:			
On account Brooklyn Heights railroad.....	$21,420 20		
Paid Brooklyn City railroad, rental	8,356 82		
Accrued, not due.....	19,500 00		
		49,277 02	
Taxes other than above:			
Paid Brooklyn City railroad, rental.....	$2,985 23		
Paid direct on account, rental	1,566 28		
Accrued, not due.....	17,968 90		
		22,510 41	
Interest on funded debt (all on account Brooklyn Heights railroad), due and accrued:			
On bonds.....	$12,500 00		
On floating debt.....	8,444 13		
		20,944 13	

* As per special examination under direction of the Board of Railroad Commissioners.

Rentals:			
Paid Brooklyn City railroad, dividends	$833,262 01		
Paid Brooklyn City railroad, interest	120,999 62		
Interest on mortgage, paid direct	81 24		
Rents, paid direct	18,997 66		
Due Brooklyn City railroad, dividends	300,000 00		
Due Brooklyn City railroad, interest	151,017 67		
Interest accrued, not due	10,583 30		
		$1,434,941 50	
			$1,764,512 79
Net income from all sources			$54,552 42
Surplus June 30, 1893			60,968 36
Total surplus June 30, 1894			$115,520 78

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$4,284,040 87
From advertising, etc	19,076 58
Total gross earnings	$4,303,117 45

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$11,198 71
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	141,570 53
Repairs of buildings and fixtures, exclusively used for mechanical power	13,368 42
Repairs of all other buildings and fixtures	8,869 13
Repairs of cars (not motors) and other vehicles	30,523 19
Repairs of motor cars and fixtures	237,989 92
Repairs of harness and stable equipment	8,376 09
Horseshoeing	36,469 14
Renewals of horses and mules	11,160 00
Provender (including expense of grinding)	175,670 86
Salaries of general officers and clerks	85,573 56
Wages of conductors and drivers on horse cars	316,229 92
Wages of conductors and motormen on cars propelled by mechanical traction,	862,000 68
Wages of engineer, firemen and all others employed at power house	102,410 98
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	383,634 17
Light and fuel other than at power house	48,796 61
Fuel, light and other supplies used at power house	142,715 22
Water tax	11,007 13
Damages to persons and property	84,113 57
Legal expenses	36,368 47
Advertising, printing and office expenses	23,801 53
Removal of snow and ice	11,217 85
Contingencies	36,787 44
Trucking	*139,311 39
Total operating expenses	$2,678,391 73

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$447,685 71	
Cost of equipment	58,894 41	
		$506,580 12
Current assets, as follows, viz.:		
Cash on hand		13,641 22
Open accounts:		
Due from Brooklyn, Queens County and Suburban railroad	$63,526 36	
Brooklyn City special construction	893,960 27	
Miscellaneous open accounts	44,959 73	
		1,001,446 36
Supplies on hand as per inventory		214,525 62
Total assets		$1,736,193 22

LIABILITIES.

Capital stock	$200,000 00	
Funded debt	250,000 00	
		$450,000 00
Interest on funded debt, due and accrued		4,490 00

* Credit.

Bills payable:		
Loans from banks and trust companies	$500,000 00	
Mortgage on power house	14,000 00	
Mortgage, 77 Furman street	5,000 00	
		$519,000 00
Open accounts:		
*Brooklyn City rental default	$112,761 32	
Bills on hand	147,425 72	
Sundry accounts	800 50	
Interest on bonds, Brooklyn City, accrued	10,583 30	
*Trustees' guarantee fund	250,000 00	
		521,570 84
Taxes accrued, not payable		122,359 94
Rents accrued, not payable		3,322 36
Profit and loss, surplus		115,580 78
Total liabilities		$1,736,193 92

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Wall street ferry to Court street	.50
Single track, branch, from Wall street ferry to Furman street	.071
Single track, branch, from Furman street to power house	.0656
Second track on main line and branches	.50
Sidings on main line, branches, crossings, etc	.01
Total length of all tracks and sidings owned	1.1666
Length of railways actually leased and operated by this company, as follows:	
Single track from the Brooklyn City system	199.03

Weight of rail per yard	45-100 lbs.
Gauge of track	4 ft. 8½ in.
Horses and mules	857
Number of motor cars	8
Schedule time making trip one way	4 minutes.
Cars are run	Every 3 min.
Rate of fare per passenger	Cash, 5 and 3 cents; commutation, 4 1-6 cents.
Number of passengers carried in cars during year	92,535,282
Average number of employes (including officials) during year	5,600

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

General officers	$33,500 00
Clerks	500 to 2,500 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00, 2 10, 1 60
Drivers	10	2 00, 2 10, 1 60
Starters	10	2 25, 2 50
Watchmen	12	1 75, 2 00
Switchmen	10	2 25
Roadmen	10	1 50 to 5 00
Hostlers	10	1 75
Foremen	10	2 50 to 4 00
Engineers	8	2 25 to 3 00
Firemen	10	1 50 to 2 00

* As per special examination under direction of Board of Railroad Commissioners.

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	11	2	13
Employes	1	3	4
Others	27	18	45
Total	39	23	62

Officers of the Company.

Name.	*Title.*	*Official Address.*
DANIEL F. LEWIS	President	168 Montague street, Brooklyn.
W. A. H. BOGARDUS	General Manager	168 Montague street, Brooklyn.
CYRUS P. SMITH	Secretary and Treasurer	168 Montague street, Brooklyn.
J. C. CAMERON, W. N. MORRISON	Superintendents	168 Montague street, Brooklyn.

Directors of the Company.

Name	*Residence.*
DANIEL F. LEWIS	Brooklyn, N. Y.
E. W. BLISS	Brooklyn, N. Y.
FELIX CAMPBELL	Brooklyn, N. Y.
CROWELL HADDEN	Brooklyn, N. Y.
SILAS B. DUTCHER	Brooklyn, N. Y.
SETH L. KEENEY	Brooklyn, N. Y.
DAVID H. VALENTINE	Brooklyn, N. Y.
HENRY D. POLHEMUS	Brooklyn, N. Y.
W. S. SLOAN	New York city.
A. ABRAHAM	Brooklyn, N. Y.
FRANK BAILEY	Brooklyn, N. Y.

Title of company, The Brooklyn Heights Railroad Company.
General offices at 168 Montague street, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address Cyrus P. Smith, Secretary.

BROOKLYN, QUEENS COUNTY AND SUBURBAN.

(Date of incorporation, November 25, 1893.)

The Brooklyn, Queens County and Suburban Railroad Company was incorporated November 25, 1893. At the time of incorporation its lines consisted of two routes—route No. 1 beginning near Middle Village, in the town of Newtown, N. Y., running to Strong's Causeway, near Corona Park, in the same town; route No. 2 beginning at the junction of Williamsburgh and Jamaica turnpike road, in said town, and running to the intersection of Metropolitan avenue and the town line between Jamaica and Newtown, a mileage of five and one-quarter miles. On January 16, 1894, this company (being the lessee of the following roads, viz: The Broadway Railroad Company of Brooklyn, the Broadway Ferry and Metropolitan Avenue Railroad Company and the Jamaica and Brooklyn Road Company) took a surrender transfer of the whole of the capital stock of said companies, and certificates thereof were, on the 17th day of January, 1894, filed in the office of the Secretary of State, under the common seal of this company, and thereafter the estate, property rights, privileges and franchises of said companies vested in said Brooklyn, Queens County and Suburban Railroad Company. It now operates a total single track mileage of 44.94½ miles and owns franchises for extensions.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	20,000	$2,000,000	.....
Issued for actual cash	75	$7,500	$7,500
Issued for property purchased	19,925	1,992,500	.....
Total now outstanding	20,000	$2,000,000	.....

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	*Amount outstanding.
		p. c.		
First mortgage	1943 or on option on July 1, 1916	5	Jan. and July	$3,500,000
First consol. mortgage	1943 or on option on July 1, 1916	5	May and Nov.	4,500,000
First mtge. of Broadway R. R. Co., Brooklyn	On six months' notice	5	.....	250,000
Gates Ave & Flatb. R. R. Co.	On six months' notice	5	.....	100,000
Jamaica & B'klyn R. R. Co.	1980	5	.....	240,000
Total				$8,590,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$18,661 22
Electric appliances pertaining to road and superstructure	40,789 11
Right of way	1,654 20
Real estate	261 78
All other buildings and fixtures	1,065 60
Interest and discount charged to construction	2,268 00
Purchase of constructed road	7,330,890 25
Total cost of road	$7,395,604 96

EQUIPMENT.	
Horses	$2,960 00
Motor cars and fixtures	37,499 96
Total cost of equipment	$40,359 96
Grand total cost of road and equipment	$7,435,964 22

Income Account for Five and One-half Months Ending June 30, 1894.

Gross earnings from operation		$239,428 45
Less operating expenses (excluding all taxes)		199,081 55
Net earnings from operation		$40,346 90
Income from other sources, as follows, viz.:		
Interest	$65 76	
Wharfage	29 25	
Rents from buildings	183 67	
Sale of manure	784 72	
		1,063 60
Gross income from all sources		$41,410 50

* Of the amount issued there are held in trust:

New York Guaranty and Indemnity Company for retiring bonds of Broadway Railroad Company and Gates Avenue and Flatbush Railroad Company		$350,000
People's Trust Company, Brooklyn, N. Y., for re-equipment and electrifying present routes	$910,000	
Less amount drawn	100,000	
		810,000
Central Trust Company, New York, trustee for building and equipping new routes		1,750,000
Central Trust Company, New York, trustee for general purposes of the company,		250,000
		$2,160,000

Deductions from income, as follows, viz.:

Taxes on property used in operation of road, on earnings and capital stock, and other than above	$7,846 00	
Interest on funded debt due and accrued	122,209 61	
Rentals for tracks	360 16	
		$130,415 77
Deficit June 30, 1894		$89,005 27

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$235,364 31
Tolls	2,484 37
Advertising in cars	999 76
Rents from tracks	581 02
Total gross earnings	$239,428 46

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$4,055 11
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	296 25
Repairs of buildings and fixtures, exclusively used for mechanical power	91 87
Repairs of all other buildings and fixtures	421 41
Repairs of motor cars and fixtures	11,475 00
Repairs of harness and stable equipment	1,414 97
Horseshoeing	4,980 26
Renewals of horses and mules	6,708 00
Provender (including expense of grinding)	36,177 91
Salaries of general officers and clerks	5,993 23
Wages of conductors and drivers on horse cars	68,967 33
Wages of conductors and motormen on cars propelled by mechanical traction	5,512 20
Wages of engineer, firemen and all others employed at power house	1,009 10
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	30,098 62
Light and fuel other than at power house	2,942 90
Fuel, light and other supplies used at power house	3,749 15
Damages to persons and property	3,279 54
Legal expenses	1,529 36
Advertising, printing and office expenses	1,460 51
Insurance	1,859 50
Removal of snow and ice	1,097 05
Contingencies	5,969 29
Total operating expenses	$199,081 56

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$7,395,604 26
Cost of equipment		40,359 96
Other permanent investments, as follows, viz.:		
Bonds in trust		3,160,000 00
Current assets, as follows, viz.:		
Cash on hand	$41,256 89	
Bills receivable	1,300 00	
Open accounts	1,478 90	
Supplies on hand	9,373 03	
Sundries	41,646 38	
		95,055 26
Profit and loss (deficiency)		89,005 27
		$10,780,024 00

LIABILITIES.

Capital stock		$2,000,000 00
Funded debt		8,500,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt	$89,216 13	
Due and accrued	36,475 00	
		125,691 13
Bills payable		30,000 00
Open accounts		54 70
Vouchers		26,696 34
Rentals		27 83
Taxes		7,553 70
		$10,780,024 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Broadway ferry to East New York	4.625
Single track, main line, from Broadway ferry to Lutheran cemetery	4.2
Single track, branch, from East New York to Jamaica	6.4
Single track, branch, from Broadway and Reid avenue to Atlantic avenue	1.5
Single track, branch, from Broadway and Sumner avenue to Bergen street	1.96
Single track, branch, from Broadway and Ralph avenue to Pacific street	1
Single track, branch, from East New York to Cypress Hill cemetery	2
Single track, branch, from Lutheran cemetery to St. John's cemetery	.70
Total length of single track on main line and branches	22.385
Second track on main line and branches	21.665
Sidings on main line and branches	.872
Total length of all tracks and sidings owned	44.942

Weight of rail per yard	47 to 60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	144
Open cars, not motors	116
Horses and mules	882
Number of motor cars	21
Schedule time making trip one way	Varying on the different lines
Rate of fare per passenger	5 cents all, excepting Cypress Hill, 3 cents
Number of passengers carried in cars during five and a half months	4,768,108
Average number of employes (including officials) during five and a half months,	52

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.

General officers	$5,992 32

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10 and 12	$2 00
Drivers and motormen	10 and 12	2 00
Starters	10 and 12	$1 50, 2 00 & 2 50
Watchmen	12	1 75, 2 00 & 2 14
Switchmen	12	1 50 & 2 00
Roadmen	10	1 50, 1 75, 2 50 & 3 00
Hostlers	10	1 75
Carpenters, blacksmiths and painters	10	2 00, 2 25, 2 50 & 3 00
Horseshoers	10	3 00 & 3 25
Firemen and changers	10 and 12	1 75 & 2 00
Engineers and foremen	12	2 50, 2 57 & 2 86
Electricians	12	3 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES M. ENGLIS	President	21 Broadway, Brooklyn, N. Y.
J. L. CARROLL	Secretary	21 Broadway, Brooklyn, N. Y.
BERNARD MULLEN	Assistant Treasurer	21 Broadway, Brooklyn, N. Y.
CHARLES E. HARRIS	Superintendent	21 Broadway, Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
HENRY SELIGMAN	New York city.
B. J. BURKE	New York city.
FRANCIS P. LOWERY	New York city.
C. M. WICKER	New York city.
WM HENRY WHITE	New York city.
CHARLES M. ENGLIS	Brooklyn, N. Y.
EDWARD JOHNSON	Brooklyn, N. Y.
JAS. G. JENKINS, JR	Brooklyn, N. Y.

Title of company, Brooklyn, Queens County and Suburban Railroad Company.
General offices at 21 Broadway, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information concerning this report, address E. R. L. Tighe, Auditor.

BUFFALO.

(Date of charter, November 22, 1890.)

For history of organization, etc., see Report of 1892

Length of road operated by horses during year, 22.75 miles.
Length of road operated by electricity during year, 46.86 miles.
Length of road now equipped for electricity, 64.90 miles.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	60,000	$6,000,000
Issued on account of construction	3,705	$370,500
Issued for stock of Buffalo Street railroad	25,000	2,500,000
Issued for stock of Buffalo East Side Street railway	24,000	2,400,000
Issued for stock of West Side Street railway	1,000	100,000
Total now outstanding	53,705	$5,370,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST		Amount outstanding.
		Rate.	When payable.	
		p.c.		
First mortgage, Buffalo Street R. R.	May 1, 1899	7	May and Nov.	$150,000 00
Second mortgage, Buffalo Street R. R.	July 1, 1905	7&6	Jan. and July	650,000 00
First mortgage, East Side railway	June 1, 1904	7	June and Dec.	300,000 00
Second mortgage, East Side railway	Sept. 1, 1912	6	March & Sept.	293,500 00
Six real estate mortgages	Various dates	6	Various dates.	106,500 00
Consolidated mortgage	Feb. 1, 1931	5	Feb. and Aug.	3,500,000 00
Seven real estate mortgages	Various dates	6	Various dates.	20,256 67
Total				$5,020,256 67

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$203,444 42	$955,969 68
Electric or cable appliances pertaining to road and superstructure	99,433 32	680,146 39
Real estate, buildings and fixtures	128,484 11	1,851 938 00
Purchase of constructed road		7,137,147 74
Total cost of road	$431,361 85	$10,625,194 81
EQUIPMENT.		
Horses and harness	* $108,766 40	$20,400 00
Cars, other than motor cars		145,000 00
Motor cars and fixtures	141,913 07	414,194 67
Wagons, trucks, snow plows, sleighs	1,390 20	52,510 61
Total cost of equipment	$34,546 87	$632,105 28
Grand total cost of road and equipment	$465,908 72	$11,257,300 09

* Credit.

DETAILS OF ADDITIONS OR BETTERMETNS DURING THE YEAR.

The additions to cost of road and equipment during the year were made in changing from horse to electric power	$574,675 12
Decrease in horses and harness accounts	106,766 40
Total	$465,908 72

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$1,191,273 94
Less operating expenses (excluding all taxes)		686,307 87
Net earnings from operation		$504,966 07
Income from other sources, as follows, viz.:		
Interest on bonds		17,500 00
Gross income from all sources		$522,466 07
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$35,741 17	
Taxes on earnings and capital stock	32,406 93	
Interest on funded debt due and accrued	274,236 17	
Interest on floating debt	24,087 80	
		367,472 07
Surplus for year ending June 30, 1894		$154,994 00

General Income Account.

Surplus for year ending June 30, 1894	$154,994 00	
Surplus up to June 30, 1893	253,278 87	
		$408,272 87
Loss from sale of horses and harness by reason of change to electric traction		78,097 40
Total surplus June 30, 1894		$330,175 47

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$1,184,965 34
From advertising	6,308 60
Total gross earnings	$1,191,273 94

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$3,770 13
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	29,856 35
Repairs of buildings and fixtures, exclusively used for mechanical power	7,237 78
Repairs of all other buildings and fixtures	974 19
Repairs of cars (not motors) and other vehicles	4,439 72
Repairs of motor cars and fixtures	58,291 43
Repairs of harness and stable equipment	1,555 55
Horseshoeing	5,391 94
Renewals of horses and mules	23,749 50
Provender (including expense of grinding)	37,918 38
Salaries of general officers and clerks	31,650 67
Wages of conductors and drivers on horse cars	58,769 77
Wages of conductors and motormen on cars propelled by mechanical traction	235,489 65
Wages of engineer, firemen and all others employed at power house	11,887 39
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	56,138 26
Light and fuel, other than at power house	9,419 26
Fuel, light and other supplies used at power house	23,843 74
Water tax	2,767 42
Damages to persons and property	37,826 90
Legal expenses	7,312 89
Advertising, printing and office expenses	11,783 13
Insurance	13,540 70
Removal of snow and ice	8,717 05
Contingencies	14,054 24
Total operating expenses	$686,307 87

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$10,625,194 81
Cost of equipment		639,105 26
Other permanent investments, as follows, viz.:		
Crosstown Street railway bonds		350,000 00
Current assets, as follows, viz.:		
Cash on hand	$24,577 31	
Open accounts	8,354 78	
Supplies on hand	25,151 82	
Sundries	9,493 90	
		67,577 81
		$11,674,877 90

LIABILITIES.

Capital stock		$5,370,500 00
Funded debt		5,020,256 67
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$105,661 66	
Bills payable	541,787 48	
Open accounts	253,301 05	
Sundries	53,195 57	
		953,945 76
Profit and loss (surplus)		330,175 47
		$11,674,877 90

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	43.941
Second track on main line and branches	24.786
Sidings on main line and branches	.891
Total length of all tracks and sidings owned	69.618

Weight of rails per yard	62 and 92 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars, not motors	81
Open cars, not motors	64
Horses	340
Number of motor cars	110
Rate of fare per passenger	Adults, 5 cents; children, 3 cents.
Number of passengers carried in cars during year	22,299,298
Average number of employes (including officials) during year,	1,490

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

General officers and clerks	$31,650 67

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers, motor cars	.....	Per hr., 18 cts.
Drivers and conductors, horse cars	.....	Per hr., 16 cts.
Starters	.....	Per hr., 16 cts.
Watchmen	12	$1 50
Switchmen	10	1 50
Roadmen	10	1 50
Hostlers	10	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	9	.....	9
Employes	3	1	4
Others	5	1	6
Total	17	2	19

Officers of the Company.

Name.	*Title.*	*Official Address.*
HENRY M. WATSON	President	No. 180 Main st., Buffalo, N. Y.
HARDIN H. LITTLE	Vice-Pres. and Gen. Man	No. 180 Main st., Buffalo, N. Y.
JOSEPH S. BAECHER	Secretary and Treasurer	No. 180 Main st., Buffalo, N. Y.
F. O. RUSLING	Superintendent	No. 180 Main st., Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
H. SELLERS MCKEE	Pittsburg, Pa.
CORNELIUS C. CUYLER	New York city.
THOMAS DE WITT CUYLER	Philadelphia, Pa.
JAMES B. SPEED	Louisville, Ky.
HORACE MAGEE	Philadelphia, Pa.
HENRY M. WATSON	Buffalo, N. Y.
HARDIN H. LITTELL	Buffalo. N. Y.
SAMUEL S. SPAULDING	Buffalo, N. Y.
ROBERT L. FRYER	Buffalo, N. Y.
GEORGE URBAN, Jr	Buffalo, N. Y.
JOHN L. WILLIAMS	Buffalo, N. Y.
JOHN N. SCATCHERD	Buffalo, N. Y.
DANIEL O'DAY	New York city.

Title of company, Buffalo Railway Company.
General offices at No. 180 Main street, Buffalo, N. Y.
Date of close of fiscal year. June 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information concerning this report, address Joseph S. Baecher, Secretary.

BUFFALO, BELLEVUE AND LANCASTER.

(Date of charter, March 1, 1892.)

The company was organized for the purpose of constructing and operating an electrical trolley railway between the city of Buffalo and the villages of Lancaster and Depew, in the town of Lancaster, county of Erie, State of New York.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	900	$90,000 00	$90,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount authorized.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds, dated June 1, 1893	1913	p.c. 5	June & Dec.	$150,000	$150,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$29,322 44	$176,388 74
Electric appliances pertaining to road and superstructure	5,391 45	23,359 84
Right of way	927 93	15,435 72
Real estate, land improvement	641 99	1,356 59
Buildings and fixtures, exclusively used for electric purposes	8,340 48	43,445 50
All other buildings and fixtures	.....	2,525 32
Interest, discount and expense charged to construction	.....	5,795 73
Total cost of road	$44,623 99	$268,307 44
EQUIPMENT.		
Cars, other than motor cars	.....	$4,000 00
Motor cars and fixtures	$16,581 51	30,291 48
Wagons, trucks, snow plows and sleighs	.....	150 00
Total cost of equipment	$16,581 51	$34,441 48
Grand total cost of road and equipment	$61,205 50	$303,748 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extension of track through village of Lancaster, new switches and additions to others	$29,322 14
Line work on above and addition to old	5,391 45
Addition to motive power in power house, engine, boiler, generator, etc	8,340 48
Purchase of land for right of way	927 93
Improvement of grounds at power house	641 91
Five motor cars and equipment, four trailers, changes in others	16,581 51
Total	$61,205 50

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$31,482 63
Less operating expenses (excluding all taxes)		26,165 42
Net earnings from operation		$5,317 21
Income from other sources, as follows, viz.:		
From stone quarry		4,130 81
Rent		100 00
Gross income from all sources		$9,548 02
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$228 49	
Taxes on earnings and capital stock	187 62	
Interest on funded debt due and accrued	7,500 00	
		7,916 11
Surplus for year ending June 30, 1894		$1,631 91

General Income Account.

Surplus for year ending June 30, 1894	$1,631 91
Surplus up to June 30, 1893	242 72
Total surplus June 30, 1894	$1,874 63

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$24,979 92
Transportation	6,304 38
Advertising	198 33
Total gross earnings	$31,482 63

OPERATING EXPENSES.

Repairs of roadbed and track	$442 73
Repairs of building and fixtures	397 [illegible]
Repairs and renewals of cars, motors and other vehicles	2,356 51
Salaries of general officers and clerks	1,790 [illegible]
Wages of conductors and motormen	3,113 [illegible]
Wages of engineer, firemen and other employes at power house, watchmen, starters, switchmen, roadmen, etc	6,013 10
Fuel, light and other supplies used at power house	4,784 [illegible]
Damages to persons and property	150 [illegible]
Legal expenses	250 [illegible]
Advertising, printing and office expenses	300 [illegible]
Removal of snow and ice	221 [illegible]
Contingencies, directors' fees, etc	135 [illegible]
Total operating expenses	$26,165 [illegible]

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$263,307 44
Cost of equipment	34,441 [illegible]
	$302,748 [illegible]
Less contributions by sundry land companies toward cost of construction	62,406 [illegible]
Net cost to company	$240,342 64
Current assets, as follows, viz.:	
Cash on hand	601 96
Open accounts	962 16
Supplies on hand	3,401 79
	$245,308 55

LIABILITIES.

Capital stock	$90,000 00
Funded debt	150,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	375 00
Open accounts	2,578 [illegible]
Profit and loss (surplus)	1,874 [illegible]
	$245,308 55

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Buffalo to Lancaster	8.494
Single track, branch, from Bellevue Junction to Lancaster	4.386
Total length of single track on main line and branches	12.880
Sidings on main line and branches	1.120
Total length of all tracks and sidings owned	14

Weight of rail per yard	45 lbs.
Gauge of track	4 ft. 8½ in.
Open cars, not motors	14
Number of motor cars	10
Schedule time making trip one way	48 minutes.
Cars are run	Every 34 min.
Rate of fare per passenger cash, through, 10c.; to Bellevue, 5c.; tickets, 7½ commutation, 5c.	
Number of passengers carried in cars during year	351,[illegible]
Average number of employes (including officials) during year	65

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

Superintendent	$1,200 00
Assistant superintendent	910 00
Clerk at power house	694 00
Clerk at treasurer's office	360 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10¼	$1 78¼
Drivers	10½	1 75½
Chief engineer	12	2 50
Assistant engineer	12	2 00
Firemen	12	1 50
Line foreman	10	2 50
Line assistants	10	1 75
Electrical repairers	10	2 25
Assistant electrical repairers	10	1 50

ACCIDENTS.

	Injured.
Passenger	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
HENRY W. BOX	President	Buffalo, N. Y.
L. F. MISSER	Secretary	Buffalo, N. Y.
JOHN L. WILLIAMS	Treasurer	Buffalo, N. Y.
R. E. DANFORTH	Superintendent	Bellevue, N. Y.

Directors of the Company.

Name.	*Residence.*
HENRY W. BOX	Buffalo, N. Y.
H. H. LITTELL	Buffalo, N. Y.
J. L. WILLIAMS	Buffalo, N. Y.
H. M. WALTON	Buffalo, N. Y.
J. C. CONWAY	Buffalo, N. Y.
JOHN SATTERFIELD	Buffalo, N. Y.
J. N. SCATCHERD	Buffalo, N. Y.
L. F. NESSER	Buffalo, N. Y.
DANIEL O'DAY	New York city.

Title of company, Buffalo, Bellevue and Lancaster Railway Company.
General offices at Lancaster, N. Y.
Date of close of fiscal year, March 31.
Date of stockholders' annual meeting, first Thursday in March.
For information concerning this report, address John L. Williams, Treasurer, 16 West Seneca street, Buffalo, N. Y.

BUFFALO, NORTH MAIN STREET AND TONAWANDA ELECTRIC.

(Incorporated March 17, 1892.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	600	$60,000 00	.....
Issued for actual cash	441	44,100 00	$13,300 00
Issued on account of construction	5	500 00	150 00
Issued on note	1	100 00	100 00
Total now outstanding	447	$44,700 00	$13,550 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bond and mortgage, General Electric Co.....	Aug. 1, 1894	p.c. 6	Semi-annual.	$44,000 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$1,324 92	$4,824 92
Right of way	.....	5,200 00
Buildings and fixtures exclusively used for electric purposes, fixtures and tools	395 36	395 36
All other buildings and fixtures, station Buffalo	498 60	498 60
Road built and equipped by contract	.....	66,500 00
Total cost of road.....	$2,213 88	$77,413 88
EQUIPMENT.		
Motor cars and fixtures.....	$60 73	$60 73
Dummies.....	81 22	81 22
Total cost of equipment	$141 95	$141 95
Grand total cost of road and equipment	$2,355 83	$77,555 83

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New station at Main street terminus	$493 00
Work on roadbed in Tonawanda, for which bill was not rendered in time to report before.....	467 21
Small boiler.....	65 00
Fire-proof safe	75 00
Crane pin box (engine).....	23 00
Tackle (hoist).....	34 00
Three headlights.....	30 00
Tools	74 22
One dummy.....	81 22
Lightning arresters	21 30
Electric heaters.....	60 73
Track cleaner	72 00
Laying out a double curve over railroad tracks	95 04
Lumber	400 08
Paid man for watching construction.....	270 00
Sundry articles and disbursements.....	162 71
Total	$2,355 83

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$8,235 95
Less operating expenses (excluding all taxes)		12,287 24
Gross deficit from all sources		$4,051 29
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road.....	$272 27	
Taxes on earnings and capital stock.....	14 28	
Interest on funded debt due and accrued and other interest.....	1,251 67	
		1,538 22
Deficit for year ending June 30, 1894		$5,589 51

General Income Account.

Deficit for year ending June 30, 1894	$5,589 51
Deficit up to June 30, 1893	279 69
Total deficit June 30, 1894	$5,869 20

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$8,285 95

OPERATING EXPENSES.

Repairs to roadbed and track	$2,184 83
Repairs of buildings and fixtures	814 19
Repairs and renewals of cars, motors and other vehicles	545 29
Salaries of general officers and clerks	819 93
Wages of conductors and motormen	3,030 59
Wages of engineer, firemen and other employes at power house	1,538 45
Fuel, light and other supplies used at power house	2,307 34
Advertising, printing and office expenses	33 82
Insurance	409 35
Removal of snow and ice	208 53
Contingencies	399 92
Total operating expenses	$12,287 24

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$77,555 83
Other permanent investments, as follows, viz.:	
Balance stock transferred and subscribed	46,450 00
Current assets, as follows, viz.:	
Cash on hand	26 53
Bills receivable	75 00
Open accounts	1,370 87
Profit and loss (deficiency)	5,869 20
	$131,347 43

LIABILITIES.

Capital stock	$60,000 00
Funded debt	44,000 00
Current liabilities, as follows, viz.:	
Bills payable	5,303 67
Open accounts	22,043 76
	$131,347 43

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	
Single track, main line, from North Main street, Buffalo, to Tonawanda	5.75 miles.
Weight of rail per yard	45 lbs.
Gauge of track	4 ft. 8½ in.
Number of motor cars	3
Number of dummies	2
Schedule time making trip one way	25 min.
Cars are run	Every 30 min.
Rate of fare per passenger	10 cts.; 4 tickets, 25 cts.
Number of passengers carried in cars during year	118,111
Average number of employes (including officials) during year	17

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.

Superintendent	$600 00

OTHER EMPLOYES.

	Average number of hours on duty each day.	Wages per day.
Conductors	12½	$1 80
Motormen	12½	1 80
Engineer	12	2 00
Engineer (assistant)	12	1 75
Laborer (temporary)	10	$1 25 to 1 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
L. F. W. AREND	President	110 Franklin street, Buffalo, N. Y.
EDWIN G. HOAG	Secretary	110 Franklin street, Buffalo, N. Y.
B. A. COOK	Treasurer	110 Franklin street, Buffalo, N. Y.
EUGENE B. WAITE	Superintendent	110 Franklin street, Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
L. F. W. AREND	Buffalo, N. Y.
EDWIN G. HOAG	Buffalo, N. Y.
EDWARD RUTHERFORD	Buffalo, N. Y.
MOSES FALTE	Buffalo, N. Y.
B. A. COOK	Buffalo, N. Y.
ELIAS HOAG	Hamburg, N. Y.
GEORGE S. HOAG	Orchard Park, N. Y.
EDWARD S. MASON	Buffalo, N. Y.
JNO. H. PARDEE	Buffalo, N. Y.
C. M. GRAVES	Buffalo, N. Y.
CLARK H. TIMERMAN	Buffalo, N. Y.

Title of company, Buffalo, North Main Street and Tonawanda Electric Railroad Company.
General offices at 110 Franklin street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in March.
For information concerning this report, address L. F. W. Arend, President.

BUFFALO AND WILLIAMSVILLE ELECTRIC.

(Date of charter, August 10, 1891.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	750	$75,000 00	.....
Issued for actual cash	679	67,900 00	$68,450 00
Issued on account of construction	56	5,600 00	.....
Total now outstanding	*735	$73,500 00	$68,450 00

* Nine hundred and fifty dollars due on fifteen shares not issued.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		p.c.		
Bond and mortgage	Demand	6	Semi-annually	$800 00

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Right of way	$1,199 01
Real estate	1,100 00
Buildings and fixtures, exclusively used for electric purposes	13,660 58
Interest and discount charged to construction	817 64
Road built and equipped by contract	57,368 64
Total cost of road	$73,645 87
EQUIPMENT.	
Cars, other than motor cars and fixtures	$5,057 42
Grand total cost of road and equipment	$78,703 29

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$12,124 64
Less operating expenses (excluding all taxes)		8,607 19
Net earnings from operation		$3,517 45
Income from other sources, as follows, viz.:		
Power rent	$45 80	
Car rent	69 75	
Interest on deposit	31 43	
		146 98
Gross income from all sources		$3,664 43
Deductions from income, as follows, viz.:		
Taxes on earnings and capital stock	$73 62	
Taxes other than above	55 48	
Interest on funded debt due and accrued	48 00	
		177 10
Surplus for year ending June 30, 1894		$3,487 33

General Income Account.

Surplus for year ending June 30, 1894	$3,487 33
Surplus up to June 30, 1893	773 15
Total surplus June 30, 1894	$4,260 48

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$12,124 64
OPERATING EXPENSES.	
Repairs of roadbed and track	$156 76
Repairs of buildings and fixtures	65 81
Repairs and renewals of cars, motors and other vehicles	363 33
Salaries of general officers and clerks	983 39
Wages of conductors and motormen	2,757 38
Wages of engineer, firemen and other employes at power house	1,689 70
Fuel, light and other supplies used at power house	1,662 50
Water tax	50 00
Advertising, printing and office expenses	259 51
Removal of snow and ice	57 96
Contingencies	486 96
Line repairs	71 89
Total operating expenses	$8,607 19

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$78,708 29
Current assets, as follows, viz.:	
Cash on hand	798 12
Open accounts	959 00
Supplies on hand	636 07
	$81,067 48

LIABILITIES.

Capital stock	$75,000 00
Funded debt	800 00
Current liabilities, as follows, viz.:	
Open accounts	1,067 00
Profit and loss surplus	4,160 48
	$81,067 48

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows.:	Miles.
Single track, main line, from Buffalo to Williamsville	4.5
Sidings on main line and branches	.1
Total length of all tracks and sidings owned	4.6

Weight of rail per yard	56 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars, not motors	2
Number of motor cars	4
Coal cars	2
Schedule time making trip one way	20 minutes
Cars are run	Every 30 min.
Rate of fare per passenger	6¼ cents; children, 3 cents; cash, 10 cents
Number of passengers carried in cars during year	190,063
Average number of employes (including officials) during year	9

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.

Treasurer	$500 00

OTHER EMPLOYES.

	Average number of hours on duty per day	Wages per hour.
Conductors	10	16 cents
Drivers	10	16 cents
		Per week.
Station man	12	$17 00
Station man	12	12 00
Station man	12	7 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN BLOCHER	President	Williamsville.
A. L. RINEWALT	Secretary	Williamsville.
L. L. GROVE	Treasurer	Williamsville.
JOHN BLOCHER	Superintendent	Williamsville.

Directors of the Company.

Name.	*Residence.*
JOHN BLOCHER	Buffalo.
JAMES CHALMERS	Williamsville.
A. L. RINEWALT	Williamsville.
ALEX. GOTWALT	Williamsville.
L. L. GROVE	Williamsville.
H. L. FOGELSINGER	Buffalo
D. R. FOGELSINGER	Buffalo.
J. S. YOUNGS	Buffalo.
H. BERNHARDT	Buffalo.
ED. C. LONGNECKER	Buffalo.
CHARLES LAUTS	Buffalo.

Title of company, Buffalo and Williamsville Electric Railway Company.
General offices at Williamsville.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in August.
For information concerning this report, address L. L. Grove, Treasurer.

CANANDAIGUA ELECTRIC LIGHT AND RAILROAD COMPANY.

(Date of charter, March 6, 1888.)

The Canandaigua Street Railroad Company was organized under chapter 252 of the Laws of 1884 and its articles of association were filed in the offices of the clerk of Ontario county and of the Secretary of State on or about the 4th day of May, 1886. The original object of the company, as declared in its articles, was to construct, maintain and operate a street surface railway from the wharf of Canandaigua lake, in the village of Canandaigua, N. Y., northward along Main street about two and one-half miles. The capital stock of the company was $30,000, divided into 300 shares of $100 each. The company subsequently constructed and operated a branch extension, commencing at the intersection of Main and Mechanic streets and running thence easterly along Mechanic street about 2,000 feet to North Pleasant street, and thence northerly along North Pleasant street about 800 feet. The entire franchises, privileges and property were sold upon foreclosure of a mortgage given to secure its bonded indebtedness. The Canandaigua Electric Light Company was organized under chapter 40 of the Laws of 1848, and acts amendatory thereof, and its certificate of incorporation was filed in the offices of the clerk of Ontario county and of the Secretary of State on or about March 6, 1888. The capital stock of the company was $50,000, divided into 500 shares of $100 each. By chapter 357 of the Laws of 1893, the company was authorized to acquire by purchase the property, rights, franchises, powers and privileges of the Canandaigua Street Railroad Company, upon complying with certain conditions specified in that act. On or about the 21st day of July, 1893, an amended certificate of incorporation, pursuant to the provisions of the act, and due action of the stockholders, was filed in the offices of the county clerk and Secretary of State by which the name of the company was changed to Canandaigua Electric Light and Railroad Company. The capital stock of the company was duly increased to $80,000, divided into 800 shares of $100 each. The $33,000 of additional capital was duly issued and transferred in payment of the purchase price of the entire property and franchises heretofore of the "Canandaigua Street Railroad Company" Since that date the present company has been actively engaged in reconstructing the street railroad so acquired and equipping the same for operation by the overhead electric trolley system, and began the actual operation of same on August 4, 1894.

Capital Stock — Railroad Department.

	Number of shares	Total par value.
Issued for purchase of Canandaigua Street railway and now outstanding	300	$30,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails and electric appliances pertaining to road and superstructure	$5,112 14	$5,112 14
Purchase of constructed road	.....	28,500 00
Total cost of road	$5,112 14	$33,612 14
EQUIPMENT.		
Five cars	.....	$1,500 00
Grand total cost of road and equipment	$5,112 14	$35,112 14

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Expended in making over roadbed for electric system, which was only partly completed on the 30th day of June, 1894	$5,112 14

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$33,612 14
Cost of equipment	1,500 00
	$35,112 14

LIABILITIES.

Capital stock	$30,000 00
Current liabilities, as follows, viz.:	
Bills payable	3,788 86
Sundries	1,323 18
	$35,112 14

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Lake to Upper Main street	About 2.5
Single track, branch, from Main through Mechanic and Park	.5
Total length of single track on main line and branches	3

Weight of rail per yard	40 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	4
Open cars, not motors	1

Officers of the Company.

Name.	*Title.*	*Official Address*
M. DWIGHT MUNGER	President	Canandaigua, N. Y.
H. B. FERGUSON	Secretary and Treasurer	Canandaigua, N. Y.
CHARLES J. PURDY	Superintendent	Canandaigua, N. Y.

Directors of the Company.

Name.	*Residence.*
M. DWIGHT MUNGER	Canandaigua, N. Y.
MARY S. MUNGER	Canandaigua, N. Y.
MAYNARD N. CLEMENT	Canandaigua, N. Y.
CHARLES C. SACKETT	Canandaigua, N. Y.
ALEXANDER GRIEVE	Canandaigua, N. Y.

Title of company, Canandaigua Electric Light and Railroad Company.
General offices at Canandaigua, N. Y.
Date of close of fiscal year, third Tuesday in February.
Date of stockholders' annual meeting, third Tuesday in February.
For information concerning this report, address H. B. Ferguson, Secretary.

CAYADUTTA ELECTRIC.

(Date of charter, February 27, 1892.)

The Cayadutta Electric Railroad Company was incorporated with a capital stock of $120,000, which was afterward increased to $350,000.

The Gloversville Street Electric Railroad Company was consolidated with the Cayadutta Electric Railroad Company, December 12, 1893, under the General Railroad Law of 1892.

The Cayadutta Electric Railroad Company was leased May 1, 1894, by the Fonda, Johnstown and Gloversville Railroad Company for a period of 999 years.

The lessee guarantees interest on bonds and all other fixed charges, and agrees to pay to lessor net earnings up to 4 per cent. on capital stock per year.

On July 1, 1893, the Johnstown, Gloversville and Kingsboro horse railroad was temporarily leased to the Cayadutta Electric Railroad Company, and the operations of the first named road from June 30, 1893, to January 1, 1894, are included in this report. On January 1 the Johnstown, Gloversville and Kingsboro horse railroad was leased to the Fonda, Johnstown and Gloversville railroad, and the operations of the first named road for the six months ending June 30, 1894, are included in the report of the latter.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	3,500	*$350,000	.....
Issued for actual cash	1,002	$100,200	*$100,200
Issued to acquire property	2,350	235,000	.....
Total now outstanding	3,352	$335,200	*$100,200

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
Bonds	Oct. 1, 1922	6	April 1 and Oct. 1	*$350,000	$292,125

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$193,021 50
Electric appliances pertaining to road and superstructure	10,415 97
Right of way	70,507 23
Real estate	38,137 96
Buildings and fixtures, exclusively used for electric purposes	9,959 96
All other buildings and fixtures	7,057 69
Interest and discount charged to construction	4,341 07
Road built by contract	284,876 00
Total cost of road	$618,717 31
EQUIPMENT.	
Motor cars and fixtures	$60,575 00
Snow plow	1,021 84
Total cost of equipment	$61,596 84
Grand total cost of road and equipment	$680,314 15

Income Account for Ten Months Ending April 30, 1894.

Gross earnings from operation		$51,019 00
Less operating expenses (excluding all taxes)		39,012 99
Gross income from all sources		$12,006 01
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$3,632 73	
Taxes on earnings and capital stock	257 72	
Interest on funded debt due and accrued	12,991 90	
Rentals	2,366 66	
Interest and discount	4,843 90	
		24,092 91
Deficit for year ending April 30, 1894		$12,086 90

* Seventy-six thousand dollars of bonds held in trust.

General Income Account.

Deficit for year ending April 30, 1894	$12,086 90
Deficit up to June 30, 1893	417 64
Total deficit April 30, 1894	$12,504 54

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$49,084 82
Miscellaneous	1,984 17
Total gross earnings	$51,019 09

OPERATING EXPENSES.

Repairs of roadbed and track	$2,786 77
Repairs and renewals of cars, motors and other vehicles	5,665 38
Salaries of general officers and clerks	4,168 26
Wages of conductors and motormen	10,641 88
Wages of engineer, firemen and other employes at power house	2,243 94
Wages of watchmen, starters, switchmen, roadmen, etc	1,985 35
Light and fuel other than at power house	634 20
Fuel, light and other supplies used at power house	5,289 71
Water tax	24 94
Damages to persons and property	88 14
Legal expenses	143 41
Advertising, printing and office expenses	1,6[illegible] 23
Insurance	3,018 02
Removal of snow and ice	335 85
Contingencies	368 90
Total operating expenses	$39,012 99

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$618,717 31
Cost of equipment		61,596 84
Current assets, as follows, viz.:		
Cash on hand	$389 15	
Accrued interest	5,500 00	
Bonds held in trust	76,000 00	
Cayadutta plank road stock	300 00	
		82,189 15
Profit and loss (deficiency)		12,504 54
		$775,007 84

LIABILITIES.

Capital stock	$335,200 00
Funded debt	350,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt	5,500 00
Bills payable	78,751 93
Open accounts	5,555 91
	$775,007 84

Characteristics of Road, Equipment, Etc.

Length of railway owned by the company, as follows:

Single track, main line, from Gloversville to Fonda	7.7
Single track, branch, from Gloversville to Johnstown, and belt line in Gloversville	6.8
Total length of single track on main line and branches	14.5
Sidings on main line and branches	.4
Total length of all tracks and sidings owned	14.9

Length of railways actually leased and operated by this company, as follows:

Single track from Gloversville to Johnstown	4.08
Second track and sidings	.15
Total length of all tracks and sidings leased	4.23
Grand total length of all tracks and sidings owned and leased	19.13

Weight of rail per yard	51½ & 80 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars, not motors	4
Number of motor cars	14
Schedule time making trip one way:	
Gloversville to Johnstown	27 min.
Gloversville to Fonda	48 min.
Cars are run	Every 20 min.
Rate of fare per passenger	5, 10, 15, 20 and 30 cents.
Number of passengers carried in cars during ten months	494,489
Average number of persons employed (including officials) during year	45

Salaries, Wages, Etc., of Officers and Other Employes.

GENERAL OFFICERS.

Superintendent	$1,800 00
Bookkeeper	720 00
Clerk	416 00
Clerk	140 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$1 50
Motormen	10	1 50
Roadmen	10	1 25
Hostlers	10	1 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN H. DECKER	President	Johnstown, N. Y.
HARWOOD DUDLEY	Secretary	Johnstown, N. Y.
JOHN E. ASHE	Treasurer	Fonda, N. Y.
T. C. FRENYEAR	Superintendent	Gloversville, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN H. DECKER	Johnstown, N. Y.
HARWOOD DUDLEY	Johnstown, N. Y.
JOHN DEWEY	Johnstown, N. Y.
H. L. BURR	Gloversville, N. Y.
H. LEBENHEIM	Gloversville, N. Y.
E. W. JUDSON	Gloversville, N. Y.
JOHN B. JUDSON	Gloversville, N. Y.
NELSON DUTCHER	Gloversville, N. Y.
T. C. FRENYEAR	Gloversville, N. Y.
JOHN E. ASHE	Fonda, N. Y.
DANIEL DOCKSTADER	Fonda, N. Y.
ROBERT WEMPLE	Fultonville, N. Y.
EVERETT SMITH	Schenectady, N. Y.
JAMES BRADFORD	Albany, N. Y.

Title of company, Cayadutta Electric Railroad Company.
General offices at Gloversville, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, September 19.
For information concerning this report, address T. C. Frenyear, Superintendent.

CENTRAL CROSSTOWN (New York City).

(Date of charter, March 28, 1873).

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	6,000	$600,000 00	.....
Issued for actual cash	270	$27,000 00	$27,000 00
Issued on account of construction	5,730	573,000 00	573,000 00
Total now outstanding	6,000	$600,000 00	$600,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c			
First mortgage bonds	Nov. 1, 1922	6	May 1 & Nov. 1	$250,000	*$53,000 00

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails	$379,616 32
Right of way	200,000 00
Buildings and fixtures	181,329 81
Total cost of road	$761,946 13
EQUIPMENT.	
Horses and harness	$38,650 50
Cars, wagons, trucks, snow plows, sleighs	40,103 37
Total cost of equipment	$78,753 87
Grand total cost of road and equipment	$840,000 00

Income Account for the Year Ending June 30, 1894.

Gross earnings from operation		$541,707 55
Less operating expenses (excluding all taxes)		380,929 23
Net earnings from operation		$160,778 32
Income from other sources, as follows, viz.:		
Rent of real estate	$1,487 46	
Badge account	27 70	
		1,515 16
Gross income from all sources		162,293 48

* Of the above bonds $200,000 were exchanged for previously outstanding bonds of the company for same amount bearing interest at 7 per cent., and $53,000 was realized in cash for the remaining fifty bonds.

Deductions from income, as follows, viz :

Taxes on property used in operation of road	$3,531 71	
Taxes on earnings and capital stock	7,901 97	
Interest on funded debt due and accrued	15,000 00	
Rentals	64,650 00	
		$90,382 98
Net income from all sources		$71,910 50
Payments from net income, as follows, viz. :		
Dividends declared, 7 per cent. on capital stock		42,000 00
Surplus for year ending June 30, 1894		$29,910 50

General Income Account.

Surplus for year ending June 30, 1894	$29,910 50	
Surplus up to June 30, 1893	12,916 18	
		$42,826 68
Betterments		29,876 02
Total surplus June 30, 1894		$12,950 61

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$538,857 55
Advertising	2,850 00
Total gross earnings	$541,707 55

OPERATING EXPENSES.

Repairs of roadbed and track	$10,860 27
Repairs of all other buildings and fixtures	5,578 92
Repairs of cars and other vehicles	17,710 94
Repairs of harness and stable equipment	5,859 18
Horseshoeing	7,394 78
Renewals of horses and mules	19,078 50
Provender (including expense of grinding)	63,977 38
Salaries of general officers and clerks	15,156 15
Wages of conductors and drivers on horse cars	133,648 60
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	66,158 08
Light and fuel, other than at power house	3,229 43
Water tax	1,689 10
Damages to persons and property	10,580 95
Legal expenses	2,649 09
Advertising, printing and office expenses	2,989 55
Insurance	4,364 00
Removal of snow and ice	1,858 43
Contingencies	1,963 43
Rent of tracks	6,237 50
Total operating expenses	$380,929 23

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$761,946 13
Cost of equipment	78,753 67
Other permanent investments	1,000 00
Current assets	24,395 61
	$865,395 61

LIABILITIES.

Capital stock	$600,000 00
Funded debt	250,000 00
Current liabilities, as follows, viz.:	
Open accounts	2,445 00
Profit and loss (surplus)	12,950 61
	$865,395 61

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Twenty-third street, East river, to Hoboken ferry,	2.08519
Second track on main line and branches, Hoboken ferry to Twenty-third street, East river	1.96818
Sidings on main line and branches	.191
Total length of all tracks and sidings owned	4.19437

Length of railways actually leased and operated by this company, as follows:	Miles.
Single track from Christopher street ferry to Tenth street ferry, East river	2.15
Single track from Christopher street ferry to Fourteenth street and Fourth avenue	1.50
Total length of single track leased	3.75
Second track and sidings	3.75
Total length of all tracks and sidings leased	7.50
Grand total length of all tracks and sidings owned and leased	11.69437

Weight of rail per yard	47 to 60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	94
Horses and mules	601
Schedule time making trip one way:	
To East Twenty-third street ferry	26 minutes
To East Tenth street ferry	22½ minutes
To Fourteenth street and Fourth avenue	17½ minutes
Cars are run every	1 to 4 minutes
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	10,777,151
Average number of employes (including officials), during year	434

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Officers and clerks	$15,380 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 50 to $2 00
Drivers	11	2 00
Starters	9½	2 14
Watchmen	11	2 00
Roadmen	10	1 60 to 2 00
Hostlers	10	1 75
Repair shops	9 2-3	1 75 to 3 00

ACCIDENTS.	Injured.
Passengers	1
Employes	4
Others	3
Total	8

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE S. HART	President	New York city.
MILTON I. MASSON	Secretary	New York city.
E. BURTON HART	Treasurer and Second Vice-President	New York city.

Directors of the Company.

Name.	*Residence.*
GEORGE S. HART	New York city.
ADDISON CAMMACK	New York city.
MILTON I. MASSON	New York city.
E. BURTON HART	New York city.
JULIUS BENEDICT	New York city.
GEORGE PARSONS	New York city.
WALTER T. HATCH	New York city.
JOHN W. STERLING	New York city.
CHARLES F. COX	New York city.
GEORGE W. LINCH	New York city.
JOEL W. FREEMAN	East Orange, N. J.
CHARLES B. WEBSTER	New York city.

Title of company, Central Crosstown Railroad Company.
General offices at 170 Christopher street.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in October.
For information concerning this report, address Milton I. Masson, Secretary.

CENTRAL PARK, NORTH AND EAST RIVER (New York city).

LESSOR.

LESSEE — METROPOLITAN CROSSTOWN.

(Date of charter, July 19, 1860.)

Lease now held under merger agreement by Metropolitan Street.
For history of organization, etc., see Report of 1892.
On October 14, 1892, the Central Park, North and East River Railroad Company was leased to the Metropolitan Crosstown Railway Company for the unexpired term of its charter. Terms, 8 per cent. dividend on its capital stock, $1,800,000, for five years from October 1, 1892, and 9 per cent. dividend thereafter.
The Metropolitan Crosstown Railway Company was merged with the Houston, West Street and Pavonia Ferry Railroad Company into the Metropolitan Street Railway Company, May 18, 1894.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	18,000	$1,800 000	.....
Issued for actual cash	9,664.69	966,469	$966,469
Issued on account of construction	6,490	649,000	.....
Issued previous to 1879 for stock dividend	1,845.31	184,531	.....
Total now outstanding	18,000	$1,800,000	$966,469

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgages on all property	Dec. 1, 1902	p.c 7	June and Dec.	$1,200,000	$1,106,950

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails	$1,833,909 70
Buildings and fixtures	525,627 23
Total cost of road	$2,359,536 93
EQUIPMENT.	
Horses	$233,680 00
Harness	3,500 00
Cars other than motor cars	211,169 63
Wagons, trucks, snow plows and sleighs	2,280 86
Total cost of equipment	$450,630 48
Grand total cost of road and equipment	$2,810,167 49

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rental from lessee	$144,000 00
Payments from income, as follows, viz.:	
Dividends declared, 8 per cent. on capital stock	144,000 00

General Income Account.

Total deficit June 30, 1894	$189,832 60

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$2,359,536 93
Cost of equipment	450,630 48
Profit and loss (deficiency)	189,832 60
	$3,000,000 00
LIABILITIES.	
Capital stock	$1,800,000 00
Funded debt	1,200,000 00
	$3,000,000 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Fifty-fourth street and Tenth avenue, east and west, to South ferry	9.58
Length of single track on main line and branches	9.58
Total length of single track on main line and branches	19.16
Length of railway actually leased and operated by this company, as follows:	
Single track from Fifty-fourth street and Tenth avenue, east and west, to South ferry	3.42
Second track and sidings	3.42
Total length of all tracks and sidings leased	6.84
Grand total length of all tracks and sidings owned and leased	26.00

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. H. VREELAND	President	621 Broadway, New York.
D. B. HASBROUCK	Vice-President	621 Broadway, New York.
CHARLES E. WARREN	Secretary	621 Broadway, New York.
HANS S. BEATTIE	Treasurer	621 Broadway, New York.
JOHN SITTLER	Superintendent	53d street and 10th av., New York.

Directors of the Company.

Name.	*Residence.*
H. H. VREELAND	New York city.
D. B. HASBROUCK	Brooklyn, N. Y.
CHARLES E. WARREN	Brooklyn, N. Y.
HANS S. BEATTIE	New York city.
HENRY A. ROBINSON	Yonkers.
G. HILTON SCRIBNER	New York city.
CHARLES DANA	New York city.
THOMAS C. ACTON	New York city.
R. L. ANDERTON, Jr	New York city.
A. W. FLETCHER	New York city.
T. E. CRIMMINS	New York city.
P. A. B. WIDENER	Philadelphia, Pa.
THOMAS DOLAN	Philadelphia, Pa.

Title of company, Central Park, North and East River Railroad Company.
General offices at 621 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in October.
For information concerning this report, address Charles E. Warren, Secretary.

CHRISTOPHER AND TENTH STREET (New York City).

LESSOR.

LESSEE — CENTRAL CROSSTOWN.

(Date of charter, April 25, 1873.)

For history of organization, etc., see Report of 1892.
The following report includes all transactions with the Ninth Avenue Railroad Company and the Twenty-third Street Railway Company, a portion of which is leased to this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued on account of construction and equipment and now outstanding	6,500	$650,000 00	$650,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
On entire property, including franchise	Oct. 1, 1898	7	Apr. & Oct.	$100,000	$90,000
	Oct 1, 1898	6	Apr. & Oct.	30,000	30,000
	Oct. 1, 1898	5	Apr. & Oct.	20,000	20,000
	Oct. 1, 1898	5	Apr. & Oct.	30,000	30,000
On depot, real estate	Nov. 1, 1894	4½	May & Nov.	30,000	30,000
Total				$210,000	$200,000

Cost of Road and Equipment.

Grand total cost of road and equipment up to June 30, 1894 ..... $766,211 32

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$766,211 22
Other permanent investments, as follows, viz.:	
Real estate	66,700 00
Profit and loss (deficiency)	27,088 66
	$860,000 00

LIABILITIES.

Capital stock	$650,000 00
Funded debt	210,000 00
	$860,000 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles
Single track, main line, from Christopher street ferry to Tenth street ferry, East river	2.25
Second track on main line and branches	2.25
Total length of all tracks and sidings owned	4.50
Length of railways actually leased and operated by this company, as follows:	
Single track from Christopher street ferry to Fourteenth street and Fourth avenue	1.50
Second track and sidings	1.50
Total length of all tracks and sidings leased	3
Grand total length of all tracks and sidings owned and leased	7.50

Weight of rail per yard	45 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	44
Number of horses and mules	310

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

President, vice-president, secretary and treasurer	$850 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
ALFRED WAGSTAFF	President	New York city.
W. T. HATCH	Vice-President	New York city.
GEORGE W. LINCH	Secretary and Treasurer	New York city.

Directors of the Company.

Name.	*Residence.*
ISAAC HENDRIX	New York city.
ALFRED WAGSTAFF	New York city.
JAMES S. SUYDAM	Brooklyn, N. Y.
CHARLES R. BUCKLEY	Brooklyn, N. Y.
JIM STEVENS	Rome, N. Y.
GEORGE H. PRENTISS	Brooklyn, N. Y.
W. T. HATCH	Brooklyn, N. Y.
J. W. COOPER	Brooklyn, N. Y.
SAMUEL ROWLAND	Brooklyn, N. Y.
PERCIVAL C. SMITH	Brooklyn, N. Y.
JOEL F. FREEMAN	Orange, N. J.
GEORGE W. LINCH	New York city.

Title of company, The Christopher and Tenth Street Railroad Company.
General offices at 168 Christopher street, New York city.
Date of close of fiscal year, June 1.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address George W. Linch, Secretary.

CITIZENS' STREET (Fishkill-on-the-Hudson).

(Date of charter, July 21, 1890.)

For history of organization, etc, see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	750	$75,000	.....
Issued for actual cash	87	8,700	$8,700
Issued on account of construction	663	66,300	.....
Total now outstanding	750	$75,000	$8,700

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		p.c.		
Bonds	1897, with option to 1912	6	May and Oct.	$75,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Right of way	$6,209 50
Real estate	5,436 73
Road built and equipped by contract	138,163 27
Total cost of road and equipment	$149,809 50

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$29,692 56
Less operating expenses (excluding all taxes)		21,456 72
Gross income from all sources		$8,235 84
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$312 71	
Taxes on earnings and capital stock	224 38	
Interest on funded debt due and accrued	4,500 00	
		5,037 09
Net income from all sources		$3,198 75
Payments from net income, as follows, viz.:		
Dividends declared, 10 per cent. on capital stock		7,500 00
Deficit for year ending June 30, 1894		$4,301 25

General Income Account.

Deficit for year ending June 30, 1894	$4,301 25
Surplus up to June 30, 1893	7,073 92
Total surplus June 30, 1894	$2,772 67

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$29,068 81
Advertising spaces	628 75
Total gross earnings	$29,698 56

OPERATING EXPENSES.

Repairs of roadbed and track	$788 94
Repairs and renewals of cars, motors and other vehicles	3,607 23
Salaries of general officers and clerks	1,548 00
Wages of conductors and motormen	8,330 48
Wages of watchmen, starters, switchmen, roadmen, etc.	547 25
Fuel, light and other supplies used at power house	88 76
Damages to persons and property	89 14
Advertising, printing and office expenses	160 67
Insurance	698 84
Removal of snow and ice	76 17
Contingencies	173 41
Carroll Electric Co., power	5,357 83
Total operating expenses	$21,456 72

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$149,809 50
Current assets, as follows, viz.:	
Cash on hand	774 49
Open accounts	6,037 89
	$156,621 88

LIABILITIES.

Capital stock	$75,000 00
Funded debt	75,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	1,500 00
Bills payable	2,000 00
Open accounts	349 21
Profit and loss (surplus)	2,772 67
	$156,621 88

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Hudson river to Groveville	3
Sidings on main line and branches	.25
Total length of all tracks and sidings owned	3.25

Weight of rail per yard	45 and 54 lbs.
Gauge of track	4 ft. 8½ in.
Open cars not motors	3
Number of motor cars	9
Schedule time making trip one way	24 min.
Cars are run	Every 7½ min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	595,115
Average number of employes (including officials) during year	24

Salaries, Wages, Etc., of Officers and Other Employes.

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 50
Motormen	11	1 75
Watchmen	10	1 50
Switchmen	10	1 00
Roadmen	10	1 50
Carpenter	10	2 50
Electrician	10	2 00

ACCIDENTS.

Passengers injured	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN T. SMITH	President	Fishkill-on-the-Hudson.
S. K. PHILLIPS	Secretary	Matteawan, N Y.
W. H. SOUTHARD	Treasurer	Matteawan, N. Y.
W. E. HAVENS	Superintendent	Fishkill-on-the-Hudson.

Directors of the Company.

Name.	*Residence.*
JOHN T. SMITH	Fishkill-on-the-Hudson.
H. G. WOLCOTT	Fishkill-on-the-Hudson.
E. L. TOMPKINS	Fishkill-on-the-Hudson.
JOHN PLACE	Fishkill-on-the-Hudson.
W. F. WESTON	Fishkill-on-the-Hudson.
S. K. PHILLIPS	Matteawan, N. Y.
C. H. WATSON	Matteawan, N. Y.
W. F. WESTON	Newburgh, N. Y.
HIRAM MCGONIGAL	Sing Sing, N. Y.

Title of company, Citizens' Street Railway Company.
General offices at Fishkill-on-the-Hudson.
Date of close of fiscal year, August 31.
Date of stockholders' annual meeting, September 3.
For information concerning this report, address John T. Smith, President.

CITY ISLAND.

OWNED AND OPERATED BY PELHAM PARK.

(Date of charter, August 30, 1884.)

For history of organization, etc, see Report of 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	$50,000	.....
Issued for actual cash and now outstanding	500	12,500	$12,275

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	Jan. 2, 1898	p.c. 6	Jan. & July	$27,873 17	$27,873 17

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road up to June 30, 1894.
Roadbed, superstructure, rails and real estate	$132 84	$42,633 67

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$42,633 67
Current assets, as follows, viz.:		
Sundries		225 00
		$42,858 67

LIABILITIES.

Capital stock		$12,500 00
Funded debt		27,873 17
Open accounts	$2,346 93	
Sundries	36 74	
		2,250 83
Profit and loss (surplus)		101 83
		$42,858 67

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Marshalls to Bredea Point	1.8
Single track, branch	.2
Total length of all tracks and sidings owned	2

Weight of rail per yard	30 to 57 lbs.
Gauge of track	3 ft. 6 in

Officers of the Company.

Name.	*Title.*	*Official Address.*
HENRY D. CARY	President	16 Exchange place, N. Y. city.
E. N. ANABLE	Secretary and Treasurer	16 Exchange place, N. Y. city.
JESSE TITUS	Superintendent	City Island, N. Y.

Directors of the Company.

Name.	*Residence.*
E. N. ANABLE	New York city.
L. C. BACON	New York city.
M. R. CROW	New York city.
HENRY D. CAREY	City Island, N. Y.
W. R. LAMBERTON	Saybrook, Conn.
HOWARD NOTT PORTER	New Rochelle, N. Y.
INGLIS STUART	New York city.

Title of company, City Island Railroad Company.
General offices at City Island, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday of June.
For information concerning this report, address E. N. Anable, 16 Exchange place, New York city.

CITY OF POUGHKEEPSIE.

(Date of charter, May 6, 1869.)

No report for year ending June 30, 1894, received.—*R. R. Commissioners.*

CONEY ISLAND AND BROOKLYN.

(Date of charter, December 10, 1860.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	10,000	$1,000,000	.....
Issued for actual cash	5,144	$514,400	$514,400
Issued on account of construction	4,846	484,600	484,600
Issued for damages	8	800	800
Total now outstanding	9,998	$999,800	$999,800

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
First mortgage bonds	Jan. 1, 1904	5	Jan & July	$300,000	$301,590
Certificate of indebtedness	Jan. 1, 1910	6	Jan. & July	201,000	201,000
Total	.....	....	.....	$501,000	$502,590

Cost of Road and Equipment. *

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$6,533 66	$208,173 18
Electric appliances pertaining to road and superstructure	1,257 66	71,780 11
Right of way	40 00	48,400 37
Real estate	1,250 00	64,793 12
Buildings and fixtures exclusively used for electric purposes	1,855 75	131,012 71
All other buildings and fixtures	118 28	89,543 41
Interest and discount charged to construction	.....	57,372 00
Road built by contract	32,644 83	482,644 83
Purchase of constructed road	.....	45,569 48
Total cost of road	$43,700 18	$1,199,689 21
EQUIPMENT.		
Horses	*$3,580 00	$750 00
Harness	.....	703 85
Cars other than motor cars	107 33	149,421 85
Motor cars and fixtures	8,890 58	205,050 93
Wagons, trucks, snow plows and sleighs	600 00	600 00
Total cost of equipment	$7,017 91	$356,526 03
Grand total cost of road and equipment	$50,718 09	$1,556,215 24

* Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Building new roadbed on Smith street	$6,533 66
Soliciting consent of property holders	40 00
Guarantee of title	1,250 00
Fixtures at power house	1,855 75
Fixtures at office	118 28
Laying Smith street tracks	32,644 83
Dynamo	1,257 66
Loss on horses	*2,580 00
Appliances for cars	107 38
New car and alterations	8,890 58
Snow plows	600 00
Total	$50,718 09

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$306,977 21
Less operating expenses (excluding all taxes)		215,796 96
Net earnings from operation		$91,180 25
Income from other sources, as follows, viz.:		
Caps and uniforms	$11 85	
Interest on bond and mortgage	42 25	
Interest on deposits, etc	1,732 48	
Leases	1,500 00	
		3,286 58
Gross income from all sources		$94,466 83
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$21,659 54	
Taxes on earnings and capital stock	3,034 89	
Taxes other than above	160 80	
Interest on funded debt due and accrued	27,020 00	
Rentals of track	171 16	
Interest on bills payable	562 17	
		52,608 56
Net income from all sources		$41,858 27
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on capital stock		60,000 00
Deficit for year ending June 30, 1894		$18,141 73

General Income Account.

Deficit for year ending June 30, 1894	$18,141 73
Surplus up to June 30, 1893	60,867 67
	$42,725 94
Loss by decreased valuation of horses	2,580 00
Total surplus June 30, 1894	$40,145 94

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$306,977 21

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	$11,694 94
Repairs of buildings and fixtures, exclusively used for mechanical power	3,244 77
Repairs of all other buildings and fixtures	906 36
Repairs of cars (not motors) and other vehicles	9,117 88
Repairs of motor cars and fixtures	24,359 39
Repairs of harness and stable equipment	346 75
Horseshoeing	201 97
Renewals of horses and mules	216 10
Provender (including expense of grinding)	2,183 66
Salaries of general officers and clerks	10,971 40
Wages of conductors and drivers on horse cars	1,922 89

* Credit.

Wages of conductors and motormen on cars propelled by mechanical traction..	$74,205 92
Wages of engineer, firemen and all others employed at power house	23,052 13
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	15,151 05
Light and fuel other than at power house	619 08
Fuel, light and other supplies used at power house	14,395 66
Water tax	1,333 45
Damages to persons and property	16,032 94
Legal expenses	932 69
Advertising, printing and office expenses	1,539 69
Insurance	1,413 99
Removal of snow and ice	657 90
Conting-ncies, rent of power	614 44
License	680 00
Total operating expenses	$215,796 96

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,199,682 21
Cost of equipment	356,526 03
Current assets, as follows, viz.:	
Cash on hand	2,893 77
Open accounts	1,897 99
Supplies on hand	19,706 83
	$1,580,712 83

LIABILITIES.

Capital stock	$999,800 00
Funded debt	501,000 00
Current liabilities, as follows, viz.:	
Dividends unpaid	29 00
Bills payable	23,104 00
Open accounts	16,633 89
Profit and loss (surplus)	40,145 94
	$1,580,712 83

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	10.50
Single track, branch	.26
Single track, branch	1.50
Total length of single track on main line and branches	12.26
Second track on main line and branches	12.26
Sidings on main line and branches	.25
Total length of all tracks and sidings owned	24.77

Weigbth of rail per yard	42 to 90 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	13
Open cars, not motors	31
Horses and mules	14
Number of motor cars	76
Schedule time making trip one way — In country	23 minutes.
Schedule time making trip one way — In city	37 minutes.
Cars are run	Every 2 to 5 min.
Rate of fare per passenger — In city	5 cents.
Rate of fare per passenger — In country	10 cents.
Number of passengers carried in cars during year	5,557,732
Average number of employes (including officials), during year	250

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

President	$5,000 00
Secretary	1,800 00
Superintendent	2,400 00
Three receivers	2,250 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00
Drivers	10	2 00
Starters	12	$2 00 to 2 75
Watchmen	10	1 75 to 2 00
Switchmen	9	1 25 to 1 75
Roadmen	10	1 50 to 2 00
Hostlers	10	1 75
Engineers, firemen and coal passers	9	2 00 to 4 00
Generator corps, oilers, motor cleaners and mechanics	10	1 50 to 2 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	1	4
Employes	1	1	2
Others	9	3	12
Total	13	5	18

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. W. SLOCUM	President	Smith and 9th sts., Brooklyn, N. Y.
WILLIS BROWER	Secretary and Treasurer.	Smith and 9th sts., Brooklyn, N. Y.
D. W. SULLIVAN	Superintendent	Smith and 9th sts., Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence*
H. W. SLOCUM	Brooklyn, N. Y.
WILLIAM MARSHALL	Brooklyn, N. Y.
WILLIAM JOHNSTON	Brooklyn, N. Y.
WILLIAM N. DYKEMAN	Brooklyn, N. Y.
DAVID S. ARNOTT	Brooklyn, N. Y.
W. VANDERHOFF	Brooklyn, N. Y.
E. B. TUTTLE	Brooklyn, N. Y.
D. W. SULLIVAN	Brooklyn, N. Y.
MICHAEL MURPHY	Brooklyn, N. Y.

Title of company, Coney Island and Brooklyn Railroad Company.
General offices at Smith and Ninth streets, Brooklyn, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday of October.
For information concerning this report, address Willis Brower, Secretary and Treasurer.

CORTLAND AND HOMER.

(Date of charter, February 25, 1882.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding	800	$40,000	$40,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$34,560 44
Right of way	625 00
Real estate	2,878 54
Buildings and fixtures	6,747 00
Interest and discount charged to construction	673 92
Total cost of road	$35,485 90

EQUIPMENT.	
Horses	$2,781 50
Harness	186 63
Cars	6,058 75
Wagons, trucks, snow plows, sleighs	914 10
Total cost of equipment	$9,940 98
Grand total cost of road and equipment	$45,426 88

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$10,202 80
Less operating expenses (excluding all taxes)		8,477 54
Gross income from all sources		$1,725 26
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$262 66	
Taxes on earnings and capital stock	70 37	
Rentals	84 00	
		417 03
Surplus for year ending June 30, 1894		$1,308 23

General Income Account.

Surplus for year ending June 30, 1894	$1,308 23
Surplus up to June 30, 1893	3,716 26
Total surplus June 30, 1894	$5,024 49

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$9,547 00
Carrying packages	322 55
Advertising in and on cars	200 00
Other incidentals	133 25
Total gross earnings	$10,102 80

OPERATING EXPENSES.	
Repairs of roadbed and track	$56 90
Repairs of buildings and fixtures	20 48
Repairs of cars and other vehicles	114 93
Repairs of harness and stable equipment	55 83
Horseshoeing	206 89
Renewals of horses and mules	98 50
Provender (including expense of grinding)	2,081 17
Salaries of general officers and clerks	1,425 33
Wages of conductors and drivers	2,134 53
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	1,514 99
Light and fuel	89 75
Damages to persons and property	17 50
Advertising, printing, and office expenses	100 08
Insurance	237 50
Removal of snow and ice	181 20
Contingencies	190 06
Total operating expenses	$8,477 54

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$35,495 90
Cost of equipment	9,940 98
	$45,436 88
Current assets, as follows, viz.:	
Cash on hand	1,026 04
Bills receivable	117 50
Supplies on hand	1,250 00
	$47,830 42

LIABILITIES.

Capital stock	$40,000 00
Current liabilities, as follows, viz.:	
Bills payable	9 56
Sundries	2,786 27
Profit and loss (surplus)	5,094 49
	$47,890 42

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Cortland to Homer	3.89
Single track, sidings	.20
Total length of single track on main line and branches	4.09

Weight of rail per yard	25 and 30 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	4
Number of open cars	4
Horses	25
Schedule time making trip one way	35 minutes.
Cars are run every	60 and 40 mins.
Rate of fare per passenger	5, 6 and 10 cts.
Number of passengers carried in cars during year	121,461
Average number of employes (including officials), during year	8 to 10

Salaries, Wages, etc., of Officers and Employes.

OFFICERS AND CLERKS.

President	$400 00
Vice-president	100 00
Secretary, treasurer and superintendent	900 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13 to 14	$1 43
Drivers	13 to 14	1 26½
Hostlers	13 to 14	1 26½

ACCIDENTS.	Injured.
Passengers	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES H. GARRISON	President	Troy, N. Y.
L. D. GARRISON	Secretary, Treasurer and Supt.	Cortland, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES H. GARRISON	Troy, N. Y.
L. D. GARRISON	Cortland, N. Y.
C. P. WOLRAD	Cortland, N. Y.
S. E. WELCH	Cortland, N. Y.
E. M. HURLBURT	Cortland, N. Y.
EBIN MUDGE	Cortland, N. Y.
GEORGE J. MAYER	Cortland, N. Y.

Title of company, Cortland and Homer Horse Railroad Company.
General offices at Cortland, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in July.
For information as to this report, address L. D. Garrison, Secretary.

COURT STREET AND EAST END (Binghamton).

(Date of charter, March 23, 1886.)

For history of organization, etc., see Report of 1893.
Operations for May and June, 1894, included in report of Binghamton Railroad Company, into which this road has been merged, as of May 1, 1894.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,250	$225,000	.....
Issued for actual cash and now outstanding	440	44,000	$44,000

Cost of Road and Equipment

ROAD.	Additions or betterments during ten months ending April 30, 1894.	Total cost of road and equipment up to April 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$6,545 70	$30,880 62
Electric appliances pertaining to road and superstructure	2,396 11	3,495 80
Right of way	.....	1,700 00
Real estate	.....	1,890 00
All other buildings and fixtures	166 40	3,653 01
Interest and discount charged to construction	949 67	1,666 95
Total cost of road	$9,957 88	$43,196 38
EQUIPMENT.		
Horses	*$379 90	$2,084 60
Harness	.....	250 00
Cars, other than motor cars	.....	6,485 05
Motor cars and fixtures	14,056 10	17,550 10
Wagons, trucks, snow plows, sleighs and tools	.....	158 00
Total cost of equipment	$13,676 20	$26,477 75
Grand total cost of road and equipment	$23,634 08	$69,674 13

* Credit.

Income Account for Ten Months Ending April 30, 1894.

Gross earnings from operation	$2,683 14
Less operating expenses (excluding all taxes)	5,614 28
Gross loss from all sources	$2,931 14
Other deductions, as follows, viz.:	
Taxes	295 61
Deficit for ten months ending April 30, 1894	$3,226 75

General Income Account.

Deficit for ten months ending April 30, 1894	$3,226 75
Deficit up to June 30, 1893	3,171 54
Total deficit April 30, 1894	$6,398 29

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$2,683 14

OPERATING EXPENSES.

Repairs of roadbed and track, including overhead and underground wires, and all other track fixtures	$101 42
Repairs of cars and other vehicles	1 10
Horseshoeing	168 90
Provender (including expense of grinding)	927 75
Salaries of general officers and clerks	608 00
Wages of hostlers and drivers on horse cars	1,137 50
Wages of conductors and motormen on cars propelled by mechanical traction	1,791 84
Light and fuel	10 26
Advertising, printing and office expenses	56 90
Insurance	114 69
Removal of snow and ice	142 07
Contingencies	547 01
Oil and waste	11 84
Total operating expenses	$5,614 28

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$48,196 18
Cost of equipment	26,477 75
Current assets, as follows, viz.:	
Supplies on hand	41 95
Profit and loss (deficiency)	6,398 29
	$76,114 37

LIABILITIES.

Capital stock	$44,000 00
Current liabilities, as follows, viz.:	
Open accounts	32,114 37
	$76,114 37

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	
Total length of all tracks and sidings owned and leased	4.77

Weight of rail per yard	35 and 45 lbs
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	5
Open cars, not motors	4
Horses and mules	18
Schedule time making trip one way	1 hour
Cars run	Every 15 min.
Rate of fare per passenger	5 cents.

Wages of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$1 75 and 1 50
Drivers	14	11 00 per w'k
Motormen	.....	1 75 and 1 50

Officers of the Company.

Title.	*Name.*	*Official Address.*
C. M. STONE	President	Binghamton, N. Y.
W. G. PHELPS	Secretary and Treasurer	Binghamton, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES M. STONE	B'nghamton, N. Y.
W. G. PHELPS	Binghamton, N. Y.
JAMES W. MANIER	Binghamton, N. Y.
F. S. TITCHENER	Binghamton, N. Y.
GEORGE F. LYON	Binghamton, N. Y.

Title of company, Court Street and East End Railroad Company.
General offices at Power Station, Binghamton Railroad Company.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in July.
For information concerning this report, address G. F. Roger, President.

CROSSTOWN (Buffalo).

(Date of charter, February 1, 1890.)

Organized pursuant to chapter 252, Laws of 1884.
Length of line operated during past year, 48½ miles.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	30,000	$3,000,000
Issued for actual cash	50	$5,000
Issued on account of construction	18,850	1,885,000
Total now outstanding	18,900	$1,890,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage	May 1, 1932	p. c. 5	May and Nov.	$1,662,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$565,244 18	$2,510,729 15
Electric appliances pertaining to road and superstructure	179,365 82	914,353 98
Real estate	2,540 04	5,611 58
Total cost of road	$747,110 04	$3,430,694 71
EQUIPMENT.		
Motor cars and fixtures	$4,598 22	$273,310 99
Grand total cost of road and equipment	$751,748 26	$3,704,005 70

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Construction of additional tracks and electric appliances	$744,610 00
On power-house under construction	2,540 04
Stoves and sundry fixtures for cars	4,598 22
Total	$751,748 26

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$306,833 23
Less operating expenses (excluding all taxes)		187,996 50
Gross income from all sources		$118,836 72
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$5,409 10	
Taxes on earnings and capital stock	8,233 33	
Interest on funded debt due and accrued	69,861 79	
		83,504 21
Surplus for year ending June 30, 1894		$35,332 51

General Income Account.

Surplus for year ending June 30, 1894	$35,332 51
Surplus up to June 30, 1893	37,860 87
Total surplus June 30, 1894	$73,193 38

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$304,896 83
From advertising	1,936 40
Total gross earnings	$306,833 23
OPERATING EXPENSES.	
Repairs of roadbed and track	$9,683 31
Repairs of buildings and fixtures	2,871 40
Repairs and renewals of cars, motors and other vehicles	22,353 56
Salaries of general officers and clerks	5,536 93
Wages of conductors and motormen	31,536 06
Wages of engineer, firemen and other employes at power house	13,600 00
Wages of watchmen, starters, switchmen, roadmen, etc	10,357 19
Light and fuel other than at power house	1,384 13
Fuel, light and other supplies used at power house	24,006 83
Water tax	73 53
Damages to persons and property	6,376 82
Legal expenses	1,302 79
Advertising, printing and office expenses	589 91
Insurance	3,330 93
Removal of snow and ice	4,454 74
Contingencies	557 39
Total operating expenses	$187,996 50

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$3,430,694 71
Cost of equipment		273,310 99
Current assets, as follows, viz.:		
Cash on hand	$5,847 84	
Open accounts	92,291 12	
		98,138 96
		$3,802,144 66

LIABILITIES.

Capital stock		$1,890,000 00
Funded debt		1,662,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$10,933 33	
Bills payable	60,496 30	
Open accounts	100,995 03	
Sundries	4,526 63	
		176,951 28
Profit and loss (surplus)		73,193 38
		$3,802,144 66

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	34.250
Second track on main line and branches	28.805
Total length of all tracks and sidings owned	63.055

Weight of rail per yard	62 lbs.
Gauge of track	4 ft. 8½ in.
Number of motor cars	90
Rate of fare per passenger	Adults, 5 cents; children, 3 cents.
Number of passengers carried in cars during year	8,857,281
Average number of employes (including officials) during year	415

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

General officers and clerks	$5,536 92

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	.....	*18 cents.
Drivers	.....	*18 cents.
Starters	.....	*18 cents.
Watchmen	12	$1 50
Switchmen	10	1 50
Roadmen	10	1 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	4	.....	4
Others	4	3	7
Total	8	3	11

* Per hour,

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. H. LITTELL	President and Gen'l Manager.	No. 180 Main st., Buffalo, N. Y.
J. S. BAECHER	Secretary and Treasurer	No. 180 Main st., Buffalo, N. Y.
F. O. RUSLIN	Superintendent	No. 180 Main st., Buffalo, N. Y.

Directors of the Company.

Name.	*Residence.*
H. H. LITTELL	Buffalo, N. Y.
S. S. SPAULDING	Buffalo, N. Y.
H. SELLERS MCKEE	Pittsburg, Pa.
C. C. CUYLER	New York city.
HENRY W. BOX	Buffalo, N. Y.
JOHN M. BRINKER	Buffalo, N. Y.
ROBERT L. FRYER	Buffalo, N. Y.

Title of company, Crosstown Street Railway Company of Buffalo.
General offices at No. 180 Main street, Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in November.
For information concerning this report, address Joseph S. Baecher, Secretary.

DEERFIELD AND UTICA.

(Date of charter, May 8, 1888.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Issued for actual cash and now outstanding	120	$12,000 00	$12,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p.c.			
First mortgage bonds	June 1, 1893	6	Dec. 1 and June 1	$11,000 00	$10,175 00

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$15,367 43
Right of way	137 50
Real estate, buildings and fixtures	3,304 17
All other buildings and fixtures	1,096 33
Legal expenses	100 00
Total cost of road	$20,005 43

EQUIPMENT.

Horses	$1,230 00
Harness	99 53
Cars	1,892 00
Office furniture	66 25
Wagons, trucks, snow plows, sleighs	65 00
Total cost of equipment	$3,352 78
Grand total cost of road and equipment	$23,358 21

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$3,608 37
Less operating expenses (excluding all taxes)		3,887 28
Deficit from operation		$278 91
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$57 42	
Taxes on earnings and capital stock	29 05	
Interest on funded debt due and accrued	660 00	
Interest on floating debt	142 93	
		889 40
Deficit for year ending June 30, 1894		$1,168 31

General Income Account.

Deficit for year ending June 30, 1894	$1,168 31
Surplus up to June 30, 1893	443 08
Total deficit June 30, 1894	$725 23

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$3,608 37

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$96 15
Repairs of buildings and fixtures	32 86
Repairs of cars (not motors) and other vehicles	186 91
Repairs of harness and stable equipment	74 45
Horseshoeing	150 20
Provender (including expense of grinding)	1,248 17
Salaries of general officers and clerks	500 00
Wages of conductors and drivers on horse cars	1,201 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	56 27
Damages to persons and property	125 00
Advertising, printing and office expenses	28 95
Insurance	62 00
Removal of snow and ice	71 05
Contingencies	54 27
Total operating expenses	$3,887 28

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$20,005 43
Cost of equipment	3,352 78
Current assets, as follows, viz.:	
Cash on hand	85 03
Profit and loss (deficiency)	725 23
	$24,168 47

LIABILITIES.

Capital stock	$12,000 00
Funded debt	11,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt, due and unpaid	330 00
Bills payable	838 47
	$24,168 47

Characteristics of Road and Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Utica to Schuyler road	2

Weight of rail per yard	47 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	3
Horses	9
Schedule time making trip one way	30 minutes.
Cars are run	Every 15 min.
Rate of fare per passenger	3 and 5 cts
Number of passengers carried in cars during year (estimated)	80,000
Average number of employes (including officials) during year	5

Salaries, Wages, Etc., of Officers and other Employes.

OFFICERS AND CLERKS.

President and treasurer	$350 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	12	$1 11

Officers of the Company.

Name.	*Title.*	*Official Address.*
FREDERICK G. WEAVER	President	Deerfield, N. Y.
JOSEPH R. SWAN	Secretary and Treasurer	Utica, N. Y.
FREDERICK G. WEAVER	Superintendent	Deerfield, N. Y.

Directors of the Company.

Name.	*Residence.*
FREDERICK G. WEAVER	Deerfield, N. Y.
ALEXANDER T. GOODWIN	New York city.
JOSEPH R. SWAN	Utica, N. Y.
WILLIAM M. WHITE	Utica, N. Y.
PUBLIUS V. ROGERS	Utica, N. Y.
J. MILTON BUTLER	Utica, N. Y.

Title of company, Deerfield and Utica Railroad Company.
General offices at Utica, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in October.
For information concerning this report, address Joseph R. Swan, Secretary and Treasurer.

DRY DOCK, EAST BROADWAY AND BATTERY.

(Date of charter, December 8, 1863.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	12,000	$1,200,000 00	.....
Issued for actual cash	.....	$11,925 24	$11,925 24
Issued on account of construction	.....	1,188,074 26	.....
Total now outstanding	12,000	$1,200,000 00	$11,925 24

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
General mortgage	1932	5	June & Dec.	$875,000	$875,000
Certificates of indebtedness	1914	5	Feb. & Aug.	1,100,000	.....
Total	....	....	.....	$1,975,000	$875,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	.....	$355,579 28
Right of way	.....	1,562,410 79
Real estate	.....	828,593 60
All other fixtures	.....	4,782 00
Total cost of road	.....	$2,751,295 67
EQUIPMENT.		
Horses	$9,925 00	$144,385 00
Harness	.....	5,000 00
Cars, other than motor cars	900 00	160,250 00
Tools in shop	.....	5,600 00
Wagons, trucks and snow plows	.....	12,802 00
Total cost of equipment	$10,825 00	$328,037 00
Grand total cost of road and equipment	$10,825 00	$3,079,332 67

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$642,455 56
Less operating expenses (excluding all taxes)		464,068 79
Net earnings from operation		$178,386 77
Income from other sources, as follows, viz.:		
Interest on loans	$5,525 33	
Rents	720 00	
Tracks	6,857 48	
		13,102 81
Gross income from all sources		$191,489 58
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$28,391 21	
Taxes on earnings and capital stock	10,670 57	
Interest on funded debt due and accrued	46,575 84	
Interest on certificates of indebtedness	57,673 02	
Interest on certificates accrued	24,030 40	
Rentals	8,553 00	
		175,894 04
Net income from all sources		$15,595 54
Payments from net income, as follows, viz.:		
Dividends declared, 2½ per cent. on capital stock		30,000 00
Deficit for year ending June 30, 1894		$14,404 46

General Income Account.

Deficit for year ending June 30, 1894	$14,404 46
Surplus up to June 30, 1893	5,547 66
	$8,856 80
Loss in supplies	9,375 67
Total deficit June 30, 1894	$18,232 47

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$540,440 57
Advertising in cars	2,014 99
Total gross earnings	$542,455 56

OPERATING EXPENSES.

Repairs of roadbed and track	$14,752 81
Repairs of buildings and fixtures	6,173 66
Repairs of cars	12,106 29
Repairs of engine and tools	632 47
Horseshoeing	13,639 66
Renewals of horses	17,166 00
Provender (including expense of grinding)	76,358 52
Salaries of general officers and clerks	18,612 05
Wages of conductors and drivers	185,132 73
Wages of watchmen, starters, roadmen, hostlers, etc	69,681 55
Light and fuel	4,597 86
Water tax	1,642 42
Damage to persons and property	9,817 46
Legal expenses	19,905 16
Advertising, printing and office expenses	3,915 73
Insurance	4,180 24
Removal of snow and ice	826 06
Contingencies	5,017 19
Total operating expenses	$464,063 79

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$2,751,295 67
Cost of equipment		328,087 00
Other permanent investments, as follows, viz.:		
United States bonds		22,600 00
Account Fourteenth street improvements		36,200 23
Current assets, as follows, viz.:		
Cash on hand	$19,834 49	
Open accounts	4,780 32	
Supplies on hand	32,661 70	
Insurance reserve	2,492 20	
		59,769 21
Profit and loss (deficiency)		18,232 47
		$3,216,184 58

LIABILITIES.

Capital stock	$1,200,000 00
Certificate of indebtedness	1,100,000 00
Funded debt	875,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt and certificates due and accrued	27,767 92
Open accounts	7,616 66
Reserve fund taxes	5,750 00
	$3,216,184 58

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.	Feet.
Total length of single track on main line and branches	10	3977
Second track on main line and branches	5	747
Sidings on main line and branches	2	3651
Total length of all tracks and sidings owned	18	3365

Weight of rail per yard	60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	163
Open cars, not motors	20
Horses	1,052
Schedule time making trip one way	28 to 32½ min.
Cars are run	Every 1½ to 18 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	12,808,810
Average number of employes (including officials) during year	641

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

General officers and clerks	$12,000 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00
Drivers	10	2 00
Starters	8 to 10	$2 00 to 2 50
Watchmen	12	1 75 to 2 25
Roadmen	10	1 60 to 2 00
Hostlers	10	1 75
Carpenters and painters	10	2 50 to 2 75
Receivers	8 to 10	2 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employes	.....	1	1
Others	2	2	4
Total	3	3	6

Officers of the Company.

Name.	*Title.*	*Official Address.*
RICHARD KELLY	President	605 Grand st., New York city.
E. T. LANDON	Secretary	605 Grand st., New York city.
JNO. BYRNS	Treasurer	605 Grand st., New York city.

Directors of the Company.

Name.	*Residence.*
RICHARD KELLY	New York city.
GEORGE H. PRENTISS	Brooklyn, N. Y.
SIMON DANZIG	New York city.
SOLOMON MEHRBACH	New York city.
JOHN H. WAYDELL	New York city.
MARSHALL S. BRIGGS	New York city.
N. LANSING ZABRISKIE	Aurora, N. Y.
HENRY A. MORGAN	Aurora, N. Y.
M. FEUCHTWANGER	New York city.
JNO. BYRNS	New York city.
HENRY STEERS	New York city.
ERNEST W. FORD	Brooklyn, N. Y.
HENRY C. ROSENBAUM	New York city.

Title of company, Dry Dock, East Broadway and Battery Railroad Company.
General offices at 605 Grand street, New York city.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address E. T. Landon, Secretary.

DUNKIRK AND FREDONIA.

(Date of charter, April 21, 1864.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	750	$75,000	.....
Issued for actual cash and now outstanding	724.5	72,450	$57,655

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	July 1, 1911	p.c. 5	Jan. & July.	$40,000	$40,458 85

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$1 50	$69,704 84
Electric appliances pertaining to road and superstructure	.....	5,393 41
Right of way	.....	1,445 00
Real estate	.....	3,400 00
Buildings and fixtures, exclusively used for electric purposes	.....	15,618 72
All other buildings and fixtures	.....	2,797 08
Interest and discount charged to construction	.....	7,861 72
Contingent expenses	35 00	4,398 12
Total cost of road	$36 50	$110,609 89
EQUIPMENT.		
Horses, harness, cars other than motor cars, and motor cars and fixtures and wagons, trucks, snow plows, sleighs	$62 90	$15,733 34
Grand total cost of road and equipment	$99 40	$126,343 23

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$20,107 36
Less operating expenses (excluding all taxes)	9,411 07
Net earnings from operation	$10,696 29

Income from other sources, as follows, viz.:		
Interest on investment	$95 00	
Sales	165 44	
Rent of buildings	79 60	
Rent of heat	25 00	
Rent of power	286 69	
Rent of light	50 00	
		$611 73
Gross income from all sources		$11,308 02
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$2,683 28	
Taxes on earnings and capital stock	517 61	
Interest on funded debt due and accrued	3,504 67	
		6,705 56
Net income from all sources		$4,602 46
Payments from net income, as follows, viz.:		
Dividends declared, 5 per cent. on capital stock	$3,672 50	
Paid protested note, loss	64 50	
		3,737 00
Surplus for year ending June 30, 1894		$865 46

General Income Account.

Surplus for year ending June 30, 1894	$865 46
Surplus up to June 30, 1893	3,485 44
Total surplus June 30, 1894	$4,350 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$18,434 86
Mail	595 00
Express	900 00
Advertising	187 50
Total gross earnings	$20,107 86

OPERATING EXPENSES.

Repairs of roadbed and track	$237 04
Repairs of buildings and fixtures	166 32
Repairs and renewals of cars, motors and other vehicles	1,131 25
Salaries of general officers and clerks	520 50
Wages of conductors and motormen	3,171 11
Wages of engineer, firemen and other employes at power house	1,198 30
Light and fuel other than at power house	41 99
Fuel, light and other supplies used at power house	2,009 15
Water tax	77 00
Damages to persons and property	79 50
Legal expenses	39 45
Advertising, printing and office expenses	208 04
Insurance	213 40
Removal of snow and ice	211 20
Contingencies	106 82
Total operating expenses	$9,411 07

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$110,609 89
Cost of equipment		15,723 34
Other permanent investments		10 11
Current assets, as follows, viz.:		
Cash on hand	$1,666 30	
Open accounts	167 97	
Supplies on hand	285 00	
		2,119 27
		$129,473 50

LIABILITIES.

Capital stock		$78,450 00
Funded debt		40,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt and notes due and accrued	$10 50	
Dividends unpaid	2,203 50	
Bills payable	8,700 00	
Open accounts	758 60	
		11,673 60
Profit and loss (surplus)		4,350 90
		$129,473 50

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Dunkirk to Fredonia	3.5069
Sidings on main line and branches	.1976
Grand total length of all tracks and sidings owned and leased	3.7068

Weight of rail per yard	42 and 48½ lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	2
Open cars, not motors	2
Number of motor cars	3
Baggage, mail and express car	1
Schedule time making trip one way	25 minutes.
Cars are run	Every ½ hour.
Rate of fare per passenger	5, 6 and 10 cts.
Number of persons carried in cars during year	280,072
Average number of employes (including officials) during year	10

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Secretary, treasurer and superintendent	$200 00
Bookkeeper	208 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$1 50
Motormen	10	1 50
Engineers	12	1 50
Mechanics	10	1 50
Track and linemen.	10	1 50

ACCIDENTS.	Injured.
Not passengers or employes	2

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLARD MCKINSTRY	President	Fredonia, N. Y.
MILTON M. FENNER	Secretary, Treas. and Supt.	Fredonia, N. Y.

Directors of the Company.

Name.	*Residence.*
WILLARD MCKINSTRY	Fredonia, N. Y.
GEORGE BARKER	Fredonia, N. Y.
MILTON M. FENNER	Fredonia, N. Y.
FRANK P. FENNER	Fredonia, N. Y.
FRANK MAY	Dunkirk, N. Y.

Title of company, Dunkirk and Fredonia Railroad Company.
General office at Fredonia, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in July.
For information concerning this report, address M. M. Fenner, Secretary.

EAST SIDE, ELMIRA.

LESSOR.

LESSEE—WEST SIDE RAILROAD CO., ELMIRA.

(Date of charter, July 29, 1891.)

On the 31st day of May, 1894, the West Side Railroad Company of Elmira, N. Y., leased of the East Side Railroad Company of Elmira, N. Y., its entire rights, privileges and line of road. This lease is still in existence.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	500	$50,000 00	.....
Issued for actual cash	.....	.....	$5,000 00

Cost of Road and Equipment.

The road was constructed by the West Side Company under an agreement between the companies.

General Balance Sheet, June 30, 1894.

ASSETS.

Current assets, as follows, viz.:

Cash on hand	$5,000 00

LIABILITIES.

Capital stock	$5,000 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
C. M. TOMPKINS	President	Elmira, N. Y.
H. H. HALLOCK	Secretary and Treasurer	Elmira, N Y.
WILLIAM W. COLE	Superintendent	Elmira, N. Y.

Directors of the Company.

Name.	*Residence.*
M. H. ARNOT	Elmira, N. Y.
C. M. TOMPKINS	Elmira N. Y.
H. H. HALLOCK	Elmira, N. Y.
A. E. ACKLEY	Elmira, N. Y.
P V. BRYAN	Elmira, N Y.
BOYD MCDOWELL	Elmira, N. Y.
RAY TOMPKINS	Elmira, N. Y.
L. T. PRATT	Elmira, N. Y.
FRED. HALLOCK	Binghamton, N. Y.

Title of company, East Side Railroad Company.
General offices at Elmira, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address H. H. Hallock, Elmira, N. Y.

EIGHTH AVENUE (New York city).

(Date of charter, January 10, 1855.)

Road built by an association and transferred to the Eighth Avenue Railroad Company. It leases no roads or tracks; has no consolidation with any other road.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	10,000	$1,000,000	.....
Issued for actual cash	2,375	$237,500	$237,500
Issued for road, equipment and real estate	7,625	762,500	.....
Total now outstanding	10,000	$1,000,000	$237,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Certificate of indebtedness	Feb. 1, 1914	p.c. 6	Feb. 1, Aug. 1	$1,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	.....	$665,181 82
Real estate	.....	651,476 98
Total cost of road	.....	$1,316,658 80
EQUIPMENT.		
Horses	$4,900 00	$140,190 00
Cars, other than motor cars	13,100 00	190,904 42
Total cost of equipment	$18,000 00	$335,294 42
Grand total cost of road and equipment	$18,000 00	$1,651,952 72

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Betterments to horses; for increase of 42 horses	$4,900 00
Betterments to cars, etc.; for increase of 18 cars	13,100 00
Total	$18,000 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$768,758 20
Less operating expenses (excluding all taxes)		554,564 82
Net earnings from operation		$214,193 38
Income from other sources, as follows, viz.:		
Rents and interest		12,978 57
Gross income from all sources		$227,171 95
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$11,746 21	
Taxes on earnings and capital stock	24,035 22	
Interest on funded debt, due and accrued	60,000 00	
		95,781 43
Net income from all sources		$131,390 52
Payments from net income, as follows, viz.:		
Dividends declared, 13 per cent. on capital stock		130,000 00
Surplus for year ending June 30, 1894		$1,390 52

General Income Account.

Surplus for year ending June 30, 1894	$1,390 52
Surplus up to June 30, 1893	15,593 57
Total surplus June 30, 1894	$16,984 39

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$768,758 20

OPERATING EXPENSES.

Repairs of roadbed and track	$22,197 71
Repairs of buildings and fixtures	4,267 32
Repairs of cars (not motors) and other vehicles	19,158 70
Repairs of harness and stable equipment	3,891 36
Horseshoeing	16,816 33
Renewals of horses and mules	43,864 00
Provender (including the expense of grinding)	116,002 39
Salaries of general officers and clerks	15,930 95
Wages of conductors and drivers on horse cars	186,472 32
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	87,880 18
Light and fuel	10,462 60
Water tax	803 90
Damages to persons and property	9,423 50
Legal expenses	1,235 61
Advertising, printing and office expenses	1,009 83
Insurance	5,559 58
Removal of snow and ice	4,400 00
Contingencies	5,780 34
Total operating expenses	$554,564 82

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$1,316,658 30
Cost of equipment		335,294 42
Other permanent investments, as follows, viz:		
Stock of other companies		4,800 80
Bond and mortgage		250,000 00
Current assets, as follows, viz.:		
Cash on hand	$27,334 17	
Loans	87,500 00	
Open accounts	3 700 00	
Supplies on hand	16,627 50	
		135,151 67
		$2,041,984 39

LIABILITIES.

Capital stock	$1,000,000 00
Funded debt	1,000,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued	25,000 00
Profit and loss (surplus)	16,984 39
	$2,041,984 39

Characteristics of Road and Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Vesey street to Harlem river	10
Second track on main line and branches	10
Grand total length of all tracks and sidings owned and leased	20

Weight of rail per yard	60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars (not motors)	115
Open cars (not motors)	97
Horses and mules	1,235
Schedule time making trip one way	1 hr. 30 min.
Cars are run	Every 2 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	15,877,164
Average number of employes (including officials) during year	550

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers	$8,530 00
Clerks	7,400 95

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00
Drivers	10	2 00
Starters	9	2 25
Watchmen	10	2 00
Switchmen	9	1 75
Roadmen	10	1 85
Hostlers	10	1 75
Horseshoers	10	2 50
Carpenters	10	2 75
Painters	10	2 40
Harness makers	10	2 10

ACCIDENTS.	Injured.
Passengers	4
Employes	2
Others	1
Total	7

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE LAW	President	New York city.
JACOB HAYS	Vice-President	New York city.
J. GELSTON AFFLECK	Secretary and Treasurer	New York city.
JAMES AFFLECK	Asst. Treasurer and Asst. Secretary	New York city.
E. R. SHERMAN	Superintendent	New York city.

Directors of the Company.

Name.	*Residence.*
GEORGE LAW	New York city.
JACOB HAYS	New York city.
E. ST. JOHN HAYS	New York city.
JOSEPH H. GODWIN	New York city.
OTIS W. RANDALL	New York city.
JOSEPH J. O'DONOHUE	New York city.
JOHN PETTIGREW	Springfield, Mass.
JOSEPH TATE	Staten Island.
WILLIAM RAVESTEYN	Brooklyn, N. Y.
JOHN ENGLIS	Brooklyn, N. Y.
G. GRANVILLE WRIGHT	Cambridge, N. Y.
JAMES AFFLECK	Yonkers, N. Y.
J. GELSTON AFFLECK	Yonkers, N. Y.

Title of company, Eighth Avenue Railroad Company.
General offices at corner of Fiftieth street and Eighth avenue, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in January.
For information concerning this report, address J. Gelston Affleck, Secretary, 259 Fifth avenue, New York city.

ELMIRA AND HORSEHEADS.

(Date of charter, December 30, 1870.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	4,000	$400,000	$400,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$4,709 15	$353,747 78
Electric appliances pertaining to road and superstructure	.....	47,918 00
Real estate	.....	12,570 98
Fixtures, exclusively used for cable or electric purposes	24,755 11	24,755 11
Buildings and fixtures	642 42	8,117 33
Interest and discount charged to construction	.....	2,306 04
Total cost of road	$30,106 68	$449,415 24
EQUIPMENT.		
Harness and other equipment	*$183 49	$5,560 82
Cars, other than motor cars	*5,300 00	9,550 00
Motor cars and fixtures	*12,200 00	51,400 00
Dummies	*4,450 00	3,300 00
Total cost of equipment	*$22,203 49	$69,810 82
Grand total cost of road and equipment	$7,903 19	$519,226 06

* Credit for depreciation in inventory.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$73,105 21
Less operating expenses (excluding all taxes)		64,400 71
Net earnings from operation		$8,704 50
Income from other sources, as follows, viz.:		
Blacksmithing		63 00
Interest		4 10
City taxes, 1892, returned		476 01
Gross income from all sources		$9,247 70
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$1,628 71	
Taxes on earnings and capital stock	763 67	
Taxes other than above	56 56	
		2,448 94
Surplus for year ending June 30, 1894		$6,798 76

General Income Account.

Surplus for year ending June 30, 1894	$6,798 76
Surplus up to June 30, 1893	9,969 11
Surplus	$16,767 87
Deduct depreciation on inventory	28,205 82
Total deficit June 30, 1894	$11,437 95

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$72,167 05
Freight	12 20
Advertising	924 96
Total gross earnings	$73,105 21

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	$4,226 07
Repairs of all other buildings and fixtures	94 38
Repairs of motor cars and fixtures	7,141 89
Repairs of harness and stable equipment	49 70
Horseshoeing	124 79
Provender (including expense of grinding)	1,151 78
Salaries of general officers and clerks	4,704 86
Wages of conductors and drivers on horse cars	897 09
Wages of conductors and motormen on cars propelled by mechanical traction	21,720 39
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	917 05
Light and fuel, other than at power house	640 75
Fuel, light and other supplies used at power house, power, rent, etc	13,114 14
Water tax	60 00
Damages to persons and property	432 86
Legal expenses	1,651 33
Advertising, printing and office expenses	764 75
Insurance	565 77
Removal of snow and ice, oil and waste	269 56
Contingencies	4,403 56
Interest	1,477 08
Total operating expenses	$64,400 71

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$449,415 24
Cost of equipment		69,810 32
Current assets, as follows, viz.:		
Cash on hand	$3,137 27	
Bills receivable	295 00	
Open accounts	8,886 33	
Supplies on hand	4,441 94	
		16,760 54
Profit and loss (deficiency)		11,437 95
		$547,424 55

LIABILITIES.

Capital stock		$400,000 00
Current liabilities, as follows, viz.:		
Bills payable	$27,376 83	
Open accounts	120,047 72	
		147,424 55
		$547,424 55

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from N. Y., Lake Erie and Western depot to Horseheads	7.69
Single track, branch, from N. Y., Lake Erie and Western depot to Clinton street	1.35
Single track, branch, from Clinton street to College avenue	.70
Single track, branch, from Lake street to Fair grounds (including track to park)	1.02
Total length of single track on main line and branch	10.69
Sidings on main line and branches	.45
Total length of all tracks and sidings owned	11.14
Length of railways actually leased and operated by company, as follows:	
Single track from N. Y., Lake Erie and Western track to Water street	2.75
Single track from Main street to Foster avenue	1
Single track from Water street to E., C. & N. depot	.83
Total length of single track leased	4.58
Grand total length of all tracks and sidings owned and leased	15.72

Weight of rail per yard	35, 52 & 70 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	15
Open cars, not motors	14
Number of motor cars	19
Dummies	2
Schedule time making trip one way	36 minutes
Cars are run	Every 12 minutes in city; every 36 minutes to Horseheads
Rate of fare per passenger	5 and 10 cts.
Number of passengers carried in cars during year	1,443,341

Wages of Employes.

	Per day.
Conductors	$1 28
Motormen	1 50
Switchmen	1 28
Roadmen	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Employes	.....	2	2
Others	2	2	4
Total	2	4	6

Officers of the Company.

Name.	*Title.*	*Official Address.*
REUBEN LELAND	President	Elmira, N. Y.
GEORGE E. SPENCER	Secretary	Elmira, N. Y.
CHARLES H. BALDWIN	Treasurer	Elmira, N. Y.

Directors of the Company.

Name.	*Residence.*
REUBEN LELAND	Elmira, N. Y.
GEORGE E. SPENCER	Elmira, N. Y.
J. B. COYKENDALL	Elmira, N. Y.
F. A. ALLEN	New York city.
J. PERIAM	New York city.
HOWARD TOWNSEND	New York city.

Title of company, Elmira and Horseheads Railway Company.
General offices at Elmira, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in November.
For information concerning this report, address Charles H. Baldwin, Treasurer.

ELMIRA TRANSFER.

LESSOR.

LESSEE — ELMIRA AND HORSEHEADS.

(Date of charter, March 3, 1885.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	100	$10,000

Cost of Road.	Total cost up to June 30, 1894.
Laying out timber for track	$996 78

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$996 78

LIABILITIES.

Open accounts	996 78

Officers of the Company.

Name.	*Title.*	*Official Address.*
AUSTIN CORBIN	President and Treasurer	192 Broadway, N. Y. city.
ALBERT ALLEN	Vice-President	Cortland, N. Y.
M. A. SMITH	Secretary	Elmira, N. Y.

Directors of the Company.

Name.	*Residence.*
AUSTIN CORBIN	New York city.
GEORGE W. DIVEN	Elmira, N. Y.
HENRY S. REDFIELD	Elmira, N. Y.
MYRON A. SMITH	Elmira, N. Y.
JULIUS S. DENTON	Elmira, N. Y.
CHARLES W. WILLIAMS	Elmira, N. Y.
ALBERT ALLEN	Cortland, N. Y.

Title of company, The Elmira Transfer Railway Company.
General offices at Elmira, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, fourth Monday in March.
For information concerning this report, address M. A. Smith, Secretary.

FLUSHING AND COLLEGE POINT.

(Date of charter, July 26, 1886.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	6,000	$60,000	.....
Issued for actual cash	422	$4,220	$4,220
Issued on account of construction	5,015	50,150	.....
Total now outstanding	5,437	$54,370	$4,220

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	Jan. 1, 1921	p c. 6	Jan. & July	*$116,500	$77,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	.....	$14,238 49
Electric appliances pertaining to road and superstructure	.....	12,308 04
Right of way	.....	1,079 53
Sundry disbursements incidental to a change in motive power	.....	1,592 31
Buildings and fixtures exclusively used for electric purposes	†$870 00	22,245 63
Organization expenses	.....	886 50
Interest and discount charged to construction	.....	11,105 20
Road built by contract	.....	80,000 00
Total cost of road	†$870 00	$144,335 68
EQUIPMENT.		
Cars, other than motor cars	.....	$2,700 00
Motor cars and fixtures	.....	19,282 93
Total cost of equipment	.....	$21,982 93
Grand total cost of road and equipment	†$870 00	$165,438 61

* Thirty-nine thousand five hundred dollars first mortgage bonds hypothecated.
† Credit.

Credit.

Sale of dynamo	$270 00
Sale of engine and boiler	600 00
Total	$870 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operat'on		$14,969 20
Less operating expenses (excluding all taxes)		23,237 20
Loss from all sources		$8,287 90
Other deductions, as follows, viz.:		
Taxes on property used in operation of road	$522 56	
Taxes other than above	464 05	
Interest on funded debt due and accrued	*2,715 00	
Interest on loans	3,368 10	
Interest on mortgage	97 50	
		7,167 21
Deficit for year ending June 30, 1894		$15,455 11

General Income Account.

Deficit for year ending June 30, 1894		$15,455 11
Deficit up to June 30, 1893	$27,874 29	
Items pertaining to business of previous years charged direct to profit and loss	5,398 39	
		33,272 68
Total deficit June 30, 1894		$48,727 79

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$14,969 20

OPERATING EXPENSES.

Repairs of roadbed and track	$1,486 14
Repairs of buildings and fixtures	1,660 45
Repairs and renewals of cars, motors and other vehicles	5,319 37
Salaries of general officers and clerks	1,708 81
Wages of conductors and motormen	6,009 88
Wages of engineer, firemen and other employes at power house	2,189 11
Light and fuel other than at power house	98 77
Fuel, light and other supplies used at power house	3,698 54
Water tax	147 65
Damages to persons and property	329 66
Advertising, printing and office expenses	206 37
Insurance	334 18
Removal of snow and ice	198 27
Total operating expenses	$23,257 20

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$143,455 68
Cost of equipment	21,998 93
Current assets, as follows, viz.:	
Cash on hand	166 32
Open accounts	427 85
Supplies on hand	201 50
First mortgage bonds hypothecated	39,500 00
Profit and loss (deficiency)	48,727 79
	$254,462 07

* Interest on $30,000 first mortgage bonds, waived by holders, and $39,500 first mortgage bonds, hypothecated.

LIABILITIES.

Capital stock	$54,370 00
Funded debt	116,500 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	1,410 00
Bills payable	2,956 76
Open accounts	9,029 97
Loans payable	68,570 34
Mortgage on real estate	1,625 00
	$254,462 07

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Flushing to College Point	3.79
Sidings on main line and branches	.19
Total length of all tracks and sidings owned	3.98

Weight of rail per yard	45 lbs.
Gauge of track	4 ft. 8½ in.
Number of open cars, not motors	4
Number of motor cars	5
Schedule time making trip one way	30 min.
Cars are run	Every 15 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	299,886
Average number of employes (including officials) during year	14

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

Superintendent	$1,200 00
Clerk	300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	12	$1 75
Roadmen, hired by the day as needed	10	1 50
Engineers	12	2 63
Firemen	12	1 50
Electricians	12	2 63

Officers of the Company.

Name.	*Title.*	*Official Address.*
DAVID MASTER	President	Flushing, N. Y.
JOHN E. BRADA	Secretary	College Point, N. Y.
JOHN HEPBURN	Treasurer	Flushing, N. Y.
WILLIAM G. ROCK	Superintendent	Flushing, N. Y.

Directors of the Company.

Name.	*Residence.*
DAVID MASTER	Flushing, N. Y.
JOHN E. BRADA	College Point, N. Y.
JOHN HEPBURN	Flushing, N. Y.
GEORGE POPLE	Flushing, N. Y.
SAMUEL MCCREERY	Flushing, N. Y.
JOSEPH K. MURRAY	Flushing, N. Y.
JOSEPH DYKES	Flushing, N. Y.
E. PLATT STRATTON	College Point, N. Y.
WM. T. JAMES	Flushing, N. Y.

Title of company, Flushing and College Point Street Railroad Company.
General offices at Flushing, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, July 26.
For information concerning this report, address David Master, President.

FORTY-SECOND STREET AND GRAND STREET FERRY
(New York city).

LESSOR.

LESSEE—METROPOLITAN CROSSTOWN.

(Date of charter, February 16, 1863.)

For history of organization, etc., see Report of 1892.

On May 18, 1893, a contract of lease of this company was made to the Metropolitan Crosstown Railway Company, and is now held by the Metropolitan Street Railway Company under merger agreement of May 18, 1894.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares	Total par value.
Authorized by law or charter	7,500	$750,000
Issued for actual cash	2,140	$214,000
Issued on account of construction	5,340	534,000
Total now outstanding	7,480	$748,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		P.c.		
First mortgage bonds	Jan. 1, 1909	6	Jan. & July	$236,000

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails	$686,944 05
Real estate	63,830 66
Buildings and fixtures	162,270 84
Total cost of road	$913,045 55
EQUIPMENT.	
Horses and harness	$50,350 00
Cars	64,310 00
Wagons, trucks, snow plows, sleighs	4,415 00
Total cost of equipment	$119,075 00
Grand total cost of road and equipment	$1,032,120 55

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rental from lessee	$134,640 00
Payments from net income, as follows, viz.:	
Dividends declared, 18 per cent. on capital stock	134,640 00

General Income Account.

Total surplus June 30, 1894	$48,120 55

General Balance Sheet, June, 30, 1894.

ASSETS.

Cost of road	$913,045
Cost of equipment	119,075
	$1,032,120 55

LIABILITIES.

Capital stock	$748,000 00
Funded debt	236,000 00
Profit and loss (surplus)	48,120 55
	$1,032,120 55

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Forty-second street, North river, to Grand street ferry, East river	5.125
Second track on main line and branches	5.125
Total length of all tracks owned	10.250

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. H. VREELAND	President	621 Broadway, New York.
D. B. HASBROUCK	Vice-President	621 Broadway, New York.
CHARLES E. WARREN	Secretary	621 Broadway, New York.
HANS S. BEATTIE	Treasurer	621 Broadway, New York.

Directors of the Company.

Name.	*Residence.*
H. H. VREELAND	New York city.
D. B. HASBROUCK	Brooklyn, N. Y.
HANS S. BEATTIE	New York city.
CHARLES E. WARREN	Brooklyn, N. Y.
HENRY A. ROBINSON	Yonkers, N. Y.
FRANCIS L. STETSON	New York city.
FREELING H. SMITH	New York city.
R. L. ANDERTON, Jr.	New York city.
J. P. O'BRIEN	New York city.
F. D. ROUNDS	New York city.
C. P. EMMONS	New York city.
D. M. JACOBS	New York city.
R. J. JACOBS	New York city.

Title of company, Forty-second Street and Grand Street Ferry Railroad Company.
General offices at 621 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in March.
For information concerning this report, address Charles E. Warren, Secretary.

FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE.

(Date of charter, August 29, 1878.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for right of way, and now outstanding	25,000	$2,500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p. c.			
First mortgage bonds....	March 1, 1910	6	March 1 ..... September 1.	$1,200,000	.....
Second mortgage bonds..	Jan. 1, 1915	6	As earned....	1,500,000	$133,400
Total	.....	....	.....	$2,700,000	$133,400

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	.....	$2,750,801 14
Right of way	.....	2,202,200 00
Real estate.....	.....	103,000 00
All other buildings and fixtures	.....	39,152 49
Total cost of road.....	.....	$5,095,153 63
EQUIPMENT.		
Horses	$8,685 00	$131,560 00
Harness, stable equipment, car shops, blacksmith shop, feed-mill	178 58	10,456 17
Cars, other than motor cars.....	680 00	102,320 00
Wagons, trucks, snow plows, sleighs	660 25	4,758 45
Total cost of equipment.....	$5,203 83	$249,064 62
Grand total cost of road and equipment.....	$5,203 83	$5,344,218 25

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$636,616 50
Less operating expenses (excluding all taxes).....		518,037 35
Net earnings from operation		$118,579 15
Income from other sources, as follows, viz.:		
Miscellaneous		3,377 30
Gross income from all sources.....		$121,956 45
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$5,366 74	
Taxes on earnings and capital stock.....	30,633 26	
Interest on funded debt due and accrued	72,000 00	
Interest on real estate and mortgages	5,000 00	
Rentals, use of other roads	9,700 34	
		122,708 34
Deficit for year ending June 30, 1894.....		$751 89

General Income Account.

Deficit for year ending June 30, 1894	$751 89
Deficit up to June 30, 1893	56,069 48
Total deficit June 30, 1894.....	$56,821 37

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$636,616 50

OPERATING EXPENSES.

Repairs of roadbed and track	$22,862 49
Repairs of buildings and fixtures	15,799 90
Repairs of cars and other vehicles	28,069 48
Repairs of harness and stable equipment	12,118 66
Horseshoeing	14,736 06
Renewals of horses	22,952 50
Provender (including expense of grinding)	105,406 86
Salaries of general officers and clerks	23,259 59
Wages of conductors and drivers on horse cars	153,034 12
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	84,628 97
Light and fuel	3,616 71
Water tax	303 40
Damages to persons and property	8,817 29
Legal expenses	3,965 11
Advertising, printing and office expenses	926 16
Insurance	6,487 79
Rents, real estate	7,800 00
Contingencies	2,521 01
Interest	1,781 25
Total operating expenses	$518,037 35

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$5,095,153 63
Cost of equipment		249,064 62
Other permanent investments, as follows, viz.:		
Long Island Land Fertilizing stock		1,500 00
Current assets, as follows, viz.:		
Cash on hand	$9,136 98	
Open accounts	4,149 68	
Supplies on hand	12,556 29	
		25,842 95
Profit and loss (deficiency)		56,821 37
		$5,428,382 57

LIABILITIES.

Capital stock		$2,500,000 00
Funded debt		2,700,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$24,000 00	
Bills payable	30,000 00	
Open accounts	48,448 68	
Real estate mortgages	100,000 00	
Wages and supplies	25,933 89	
		228,382 57
		$5,428,382 57

Characteristics of Road and Equipment.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Forty-second street, North river, to Forty-second street, East river	1.97
Single track, main line, from Fifty-ninth street through Tenth avenue to Manhattan street	3.29
Single track, branch, from Forty-second street up Seventh avenue to Broadway to Manhattan street and Boulevard	4.02
Single track, North river, through Manhattan street, St. Nicholas avenue, One Hundred and Ninth street, to First avenue to One Hundred and Tenth street	2.76
Single track, branch, from Tenth avenue through Eighty-sixth street to Riverside drive	.32
Single track, branch, from Thirty-fourth street through Twelfth avenue to Thirty-sixth street	.09
Total length of single track on main line and branches	12.45
Second track on main line and branches	12.45
Total length of all tracks and sidings owned	24.90

Weight of rail per yard	47 to 60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	111
Number of open cars	18
Number of horses	1,144
Schedule time making trip one way	23 to 59 min.
Cars are run	Every 1½ to 8 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	12,732,230
Average number of employes (including officials) during year, about	575

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

President, secretary, treasurer, superintendent and seven clerks	$22,259 59

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	.....	$2 00
Drivers	.....	2 00
Starters	10	2 00
Watchmen	10	1 75
Switchmen	10	1 75
Roadmen	10	1 75
Hostlers	10	1 75

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employes	3	.....	3
Others	2	2	4
Total	6	2	8

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN S. FOSTER	President	New York city.
C. F. NAETHING	Secretary	New York city.
JACOB FLEISCHAUER	Treasurer	New York city.
S. M. SISSON	Superintendent	New York city.

Directors of the Company.

Name.	*Residence.*
JOHN S. FOSTER	Babylon, L. I.
C. F. NAETHING	New York city.
JACOB FLEISCHAUER	New York city.
D. D. WYLIE	New York city.
FRANK W. DAY	Brooklyn, N. Y.
D. D. CONOVER	Bayshore, L. I.
R. V. HARNETT	New York city.
JOSEPH HAIGHT	New York city.
W. H. NAETHING	New York city.
C. H. WILCOX	New York city.
E. H. DODD	Babylon, L. I.
W. B. JENKINS	Jersey City, N. J.
M. S. PAINE	New York city.

Title of company, The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company

General offices at 118 and 120 East Forty-second street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Thursday in January.

For information concerning this report, address John S. Foster, President.

FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	800	$20,000	.....
Issued for actual cash and now outstanding	571	14,275	$14,275

Cost of Road and Equipment.

ROAD.		Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails		$16,743 60
Real estate		1,613 44
Total cost of road		$18,357 04
Total cost of equipment		2,461 10
Grand total cost of road and equipment		$20,818 14

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$3,275 65
Less operating expenses (excluding all taxes)		2,058 95
Net earnings from operation		$1,216 70
Income from other sources, as follows, viz.:		
Rent		64 00
Gross income from all sources		$1,280 70
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$174 38	
Taxes on earnings and capital stock	69 72	
		244 10
Net income from all sources		$1,036 60
Payments from net income, as follows, viz.:		
Dividends declared, 5 per cent. on capital stock		713 75
Surplus for year ending June 30, 1894		$322 85

General Income Account.

Surplus for year ending June 30, 1894	$322 85
Surplus up to June 30, 1893	5,966 86
Error in adding dividend paid	713 75
Total surplus June 30, 1894	$7,003 46

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$3,275 65

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$415 00
Repairs of buildings and fixtures	9 13
Repairs of cars (not motors) and other vehicles	58 13
Repairs of harness and stable equipment	16 10
Horseshoeing	103 55
Renewals of horses and mules	10 00
Provender (including expense of grinding)	554 58
Wages of conductors and drivers on horse cars	827 73
Light and fuel	26 88
Water tax	3 00
Advertising, printing and office expenses	4 95
Insurance	30 00
Total operating expenses	$2,058 95

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$18,357 04
Cost of equipment	2,461 10
Current assets, as follows, viz.:	
Cash on hand	460 32
	$21,278 46

LIABILITIES.

Capital stock	$14,275 00
Profit and loss (surplus)	7,003 46
	$21,278 46

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Frankfort to Ilion	2.5
Sidings on main line and branches	.135
Total length of all tracks and sidings owned	2.635

Weight of rail per yard	25 lbs.
Gauge of track	5 ft.
Number of box cars, not motors	4
Open cars, not motors	1
Horses and mules	6
Schedule time making trip one way	25 minutes.
Cars are run	11 trips daily.
Rate of fare per passenger	5, 7 and 10 cts.
Number of passengers carried in cars during year	43,861
Average number of employes (including officials) during year	5

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$1 25
Drivers	12	1 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. H. HOARD	President	Frankfort, N. Y.
W. J. PIPER	Secretary	Frankfort, N. Y.
W. W. CROSBY	Treasurer	Frankfort, N. Y.
J. MYERS	Superintendent	Frankfort, N. Y.

Directors of the Company.

Name.	*Residence.*
J. H. HOARD	Frankfort, N. Y.
P. A. SKIFF	Frankfort, N. Y.
W. W. CROSBY	Frankfort, N. Y.
W. J. PIPER	Frankfort, N. Y.
JOHN LOFTUS	Frankfort, N. Y.
J. J. DUDLESTON, Jr	Frankfort, N. Y.
M. F. FARRELL	Frankfort, N. Y.
J. MYERS	Frankfort, N. Y.
W. GRAVES	Frankfort, N. Y.
H. L. GRAVES	Frankfort, N. Y.
A. W. MCGOWAN	McGowan, N. Y.
S. T. RUSSELL	Ilion, N. Y.

Title of company, Frankfort and Ilion Street Railway Company.
General offices at Frankfort, N Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in October.
For information concerning this report, address W. J. Piper, Secretary.

FULTON AND OSWEGO FALLS STREET RAILWAY.

(Date of charter, September 21, 1865.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	150	$15,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Jan. 1, 1897	p c 6	Jan. 1 & July 1	$15,000	$15,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	.....	$1,334 59
Interest and discount charged to construction	.....	37 89
Road built by contract	.....	30,000 00
Total cost of road	.....	$31,372 48
EQUIPMENT.		
Horses	$285 00	$285 00
Cars, other than motor cars	.....	779 00
Wagons, trucks, snow plows, sleighs	.....	1,330 00
Total cost of equipment	$285 00	$2,394 00
Grand total cost of road and equipment	$285 00	$33,766 48

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$4,967 55
Less operating expenses (excluding all taxes)		3,416 91
Gross income from all sources		$1,550 64
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$86 70	
Taxes on earnings and capital stock, and all other taxes	31 01	
Interest on funded debt due and accrued	900 00	
Interest on loan	33 70	
		1,051 41
Surplus for year ending June 30, 1894		$499 23

General Income Account.

Surplus for year ending June 30, 1894	$499 23
Deficit up to June 30, 1893	7,067 07
Total deficit June 30, 1894	$6,567 84

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$4,089 45
Mails	650 00
Transportation of baggage	186 10
Advertising cards in cars	42 00
Total gross earnings	$4,967 55

OPERATING EXPENSES.

Repairs of roadbed and track	$131 39
Repairs of cars and other vehicles	48 40
Repairs of harness and stable equipment	31 03
Horseshoeing	138 75
Renewals of horses and mules	30 00
Provender (including expense of grinding)	755 18
Salaries of general officers and clerks	420 00
Wages of conductors and drivers on horse cars	1,313 00
Light and fuel	46 99
Water tax	15 00
Legal expenses	150 00
Advertising, printing and office expenses	156 08
Insurance	85 00
Miscellaneous items	66 10
Total operating expenses	$3,416 91

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$31,372 45
Cost of equipment	2,394 00
Current assets, as follows, viz.:	
Open accounts	1,015 41
Profit and loss (deficiency)	6,567 84
	$41,349 73

LIABILITIES.

Capital stock	$15,000 00
Funded debt	15,000 00
Current liabilities, as follows, viz.:	
Bills payable	10,722 62
Open accounts	627 11
	$41,349 73

Characteristics of Road, Equipment, Etc.

	Miles.
Length of railway owned by company, as follows:	
Single track, main line, from Fulton to Oswego Falls	1.14

Weight of rails per yard	42½ lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Open cars, not motors	1
Horses and mules	8
Schedule time making trip one way	7 to 8 min.
Cars are run	Every 20 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year, as per fares collected	81,739
Average number of employes (including officials) during year	9

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOSEPH WALKER, Jr	President	New York city.
CHARLES LYMAN	Secretary and Treasurer	New York city.
E. QUIRK	Superintendent	Fulton, N. Y.

Directors of the Company.

Name.	*Residence.*
JOSEPH WALKER	New York city.
JOSEPH WALKER, Jr	New York city.
W. S. SLOAN	New York city.
CHARLES LYMAN	New York city.
N. N. STRANAHAN	Fulton, N. Y.
R. BRADSHAW	Fulton, N. Y.
CHARLES H. DEXTER	Fulton, N. Y.

Title of company, Fulton and Oswego Falls Street Railway Company.
General offices at No. 15 Broad street, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in September.
For information concerning this report, address Joseph Walker, Jr., President.

GLENS FALLS, SANDY HILL AND FORT EDWARD.

(Date of charter, September 28, 1885.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Issued on account of construction and now outstanding	1,360	$136,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p.c.			
First mortgage	July 1, 1901	6	Jan. and July	$100,000	.....
Second mortgage	July 1, 1913	6	Jan. and July	36,000	$27,125
Total	.....	....	.....	$136,000	$27,125

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$1,253 83	$126,804 74
Electric appliances pertaining to road and superstructure	3,206 99	28,330 76
Real estate	1,300 00	2,729 25
Buildings and fixtures, exclusively used for electric purposes	1,238 75	9,472 14
Total cost of road	$6,999 57	$167,336 89
EQUIPMENT.		
Horses and harness	.....	$551 44
Motor cars and fixtures	$230 23	56,588 42
Electric and steam machinery at power house	1,242 75	33,733 51
Tools	471 39	1,771 73
Total cost of equipment	$1,944 37	$92,645 09
Grand total cost of road and equipment	$8,943 94	$259,981 98

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$43,205 83
Less operating expenses (excluding all taxes)		33,414 41
Gross income from all sources		$9,791 42
Deductions from income, as follows, viz.:		
Taxes	$1,392 79	
Interest on funded debt due and accrued	6,000 00	
Interest on notes	2,145 20	
		9,537 99
Surplus for year ending June 30, 1894		$253 43

General Income Account.

Surplus for year ending June 30, 1894	$253 43
Deficit up to June 30, 1893	1,032 65
Total deficit June 30, 1894	$779 22

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$33,961 97
Tickets	9,243 86
Total gross earnings	$43,205 83

OPERATING EXPENSES.

Repairs of roadbed and track	$1,414 53
Repairs of buildings and fixtures	1,063 32
Repairs and renewals of cars, motors and other vehicles	6,429 61
Wages of conductors and motormen	7,763 88
Wages of engineer, firemen and other employes at power house	1,909 80
Wages of watchmen, starters, switchmen, roadmen, etc.	1,876 26
Fuel, light and other supplies used at power house	3,061 23
Damages to persons and property	1,405 59
Printing	122 75
Insurance	1,465 33
Removal of snow and ice	287 20
Contingencies	6,685 72
Total operating expenses	$33,414 41

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$167,336 89
Cost of equipment		92,645 09
Current assets, as follows, viz.:		
Cash on hand	$4,543 27	
Bills receivable	50 00	
Open accounts	284 86	
Supplies on hand	3,688 90	
Sundries, uniform act	28 40	
Profit and loss	8,875 00	
		17,470 43
Profit and loss (deficiency)		779 22
		$278,231 63

LIABILITIES.

Capital stock	$136,000 00
Funded debt	136,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	4,080 00
Bills payable	1,087 50
Open accounts	1,064 13
	$278,231 63

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Glens Falls to Fort Edward	7.34
Single track, branch, from Glens Falls to race track	.50
Total length of single track on main line and branches	7.84
Sidings on main line and branches	1.18
Total length of all tracks and sidings owned	9.02

Weight of rail per yard	40 lbs.
Gauge of track	4 ft. 8½ in.
Open cars, not motors	4
Number of motor cars	10
Schedule time making trip one way	50 min.
Cars are run	Every 20 min.
Rate of fare per passenger	6 cents between villages, 5 cents local.
Number of passengers carried in cars during year	856,992

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. M. COOLIDGE	President	Glens Falls, N. Y.
J. A. POWERS	Secretary and Treasurer	Glens Falls, N. Y.
WM. FINIGAN	Superintendent	Glens Falls, N. Y.

Directors of the Company.

Name.	*Residence.*
J. M. COOLIDGE	Glens Falls, N. Y.
B. B. FOWLER	Glens Falls, N. Y.
JAS. FOWLER	Glens Falls, N. Y.
T. S. COOLIDGE	Glens Falls, N. Y.
H. R. LEAVENS	Glens Falls, N. Y.
G. W. INGALSBE	Sandy Hill, N. Y.
LOREN ALLEN	Sandy Hill, N. Y.
WM. H. ROWE	Troy, N. Y.
PETER MCCARTHY	Troy, N. Y.
JAMES O'NEIL	Troy, N. Y.
J. T. CHRISTIE	Troy, N. Y.
J. A. POWERS	Lansingburgh, N. Y.
J. E. DERRICK	Lansingburgh, N. Y.

Title of company, Glens Falls, Sandy Hill and Fort Edward Street Railroad Company.
General offices at Glens Falls, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday of July.
For information concerning this report, address J. M. Coolidge, President.

HERKIMER AND MOHAWK.

(Date of charter, March 3, 1871.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	800	$20,000	.....
Issued for actual cash and now outstanding	680	$17,000	$17,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails	$15,000 00
EQUIPMENT.	
Cars, other than motor cars	$2,000 00
Grand total cost of road and equipment	$17,000 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$6,525 15
Less operating expenses (excluding all taxes)		4,885 42
Gross income from all sources		$1,639 73
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$283 21	
Taxes on earnings and capital stock	154 44	
Rentals	37 50	
		475 15
Net income from all sources		$1,164 58
Payments from net income, as follows, viz.:		
Dividends declared, 12 per cent. on capital stock		2,040 00
Deficit for year ending June 30, 1894		$875 42

General Income Account.

Deficit for year ending June 30, 1894	$875 42
Surplus up to June 30, 1893	2,010 14
Total surplus June 30, 1894	$1,134 72

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$6,350 15
Mail	175 00
Total gross earnings	$6,525 15
OPERATING EXPENSES.	
Repairs of roadbed and track	$1,937 25
Repairs of cars and other vehicles	88 21
Salaries of general officers and clerks	25 00
Wages of conductors	849 00
Light and fuel	17 25
Water tax	5 00
Advertising, printing and office expenses	20 00
Removal of snow and ice	56 47
Contingencies	42 24
Towing cars by contract	1,845 00
Total operating expenses	$4,885 42

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$15,000 00
Cost of equipment	2,000 00
Current assets, as follows, viz.:	
Cash on hand	1,134 72
	$18,134 72

LIABILITIES.

Capital stock	$17,000 00
Profit and loss (surplus)	1,134 72
	$18,134 72

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line and branches, from Herkimer to Mohawk	1.30

Weight of rail per yard	25 and 40 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Open cars, not motors	1
Schedule time making trip one way	15 minutes
Cars are run	Every hour
Rate of fare per passenger	5 and 10 cents
Number of passengers carried in cars during year	113,511
Average number of employes (including officials) during year	3

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

Secretary	$25 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	15	$2 33

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. D. ALEXANDER	President, Treasurer and Supt.	Mohawk, N. Y.
ED. L. PRINCE	Secretary	Mohawk, N. Y.

Directors of the Company.

Name.	*Residence.*
H. D. ALEXANDER	Mohawk, N. Y.
JACOB DIEFENDORF	Mohawk, N. Y.
J. V. QUACKENBUSH	Mohawk, N. Y.
C. BECKWITH	Herkimer, N. Y.
HENRY DEIMEL	Herkimer, N. Y.
CORNELIA CHURCHILL	Brooklyn, N. Y.
CORDELIA CHURCHILL	Brooklyn, N. Y.

Title of company, Herkimer and Mohawk Street Railroad Company.
General offices at Mohawk, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, first Monday in January.
For information concerning this report, address H. D. Alexander, President.

HORNELLSVILLE AND CANISTEO RAILWAY COMPANY.

(Date of charter, May 2, 1893.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	500	$50,000 00	.....
Issued for actual cash	50	$5,000 00	$5,000 00
Issued on account of construction	450	45,000 00	.....
Total now outstanding	500	$50,000 00	$5,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	Oct. 1, 1912	p.c. 6	Oct. 1 & Apr. 1	*$50,000 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, including electric appliances pertaining to road and superstructure	$2,285 79	$2,285 79
Road built and equipped by contract	.....	100,000 00
Total cost of road	$2,285 79	$102,285 79
EQUIPMENT.		
Motor cars and fixtures	$6,631 92	$6,631 92
Grand total cost of road and equipment	$8,917 71	$108,917 71

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$19,056 11
Less operating expenses (excluding all taxes)		10,063 59
Gross income from all sources		$8,992 52
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$543 12	
Interest on funded debt due and accrued	3,000 00	
Rentals, guarantee Canisteo Valley railway bonds	1,200 00	
		4,543 12
Surplus for year ending June 30, 1894		$4,449 40

* Issued on account of construction.

General Income Account.

Surplus for year ending June 30, 1894	$4,449 40
Surplus up to June 30, 1893	1,418 93
Total surplus June 30, 1894	$5,868 33

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers		$18,847 88
Advertising	$90 00	
Express and freight	118 23	
		208 23
Total gross earnings		$19,056 11

OPERATING EXPENSES.

Repairs of roadbed and track	$2,006 93
Repairs of line	167 35
Repairs and renewals of cars, motors and other vehicles	515 80
Salaries of general officers and clerks	500 00
Wages of conductors and motormen	3,109 13
Wages of watchmen, starters, switchmen, roadmen, etc	148 85
Fuel, light and other supplies used at power house	2,114 10
Damages to persons and property	9 00
Legal expenses	378 43
Advertising, printing and office expenses	477 21
Insurance	268 85
Wages of trailer brakemen	236 79
Heating cars by electricity	131 15
Total operating expenses	$10,063 59

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$108,917 71
Other permanent investments, as follows:	
Park	6,395 74
Current assets, as follows, viz.:	
Cash on hand	399 50
Supplies on hand	192 50
	$115,905 45

LIABILITIES.

Capital stock	$50,000 00
Funded debt	50,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt	3,000 00
Interest on guarantee of Canisteo Valley bonds	1,500 00
Bills payable	2,500 00
On guarantee of Canisteo Valley bonds and trackage contracts, estimated	3,357 12
Profit and loss (surplus)	5,868 33
	$115,905 45

Characteristics of Road, Equipment, Etc.

	Miles.
Length of railway owned by company, as follows:	
Single track, main line, from city limits to Greenwood street, Canisteo	4.318
Sidings on main line and branches	.13
Total length of all tracks and sidings owned	4.448

Weight of rail per yard	40 lbs.
Gauge of track	4 ft. 9 in.
Number of box cars, not motors	2
Number of open cars, not motors	1
Number of motor cars	2
Schedule time making trip one way	30 min.
Cars are run	Every 45 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	379,740
Average number of employes (including officials) during year	20

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

Superintendent	$1,500 00
Clerk	547 50

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13	$1 75
Motormen	13	1 75
Watchmen	12	1 40
Roadmen	10	1 40

Officers of the Company.

Name.	*Title.*	*Official Address.*
DE MERVILLE PAGE	President	Hornellsville, N. Y.
CHARLES ADSIT	Secretary	Hornellsville, N. Y.
GEORGE T. REHN	Treasurer	Hornellsville, N. Y.
C. H. WICKHAM	Superintendent	Hornellsville, N. Y.

Directors of the Company.

Name.	*Residence.*
IRA DAVENPORT	New York city.
GEORGE M. BRILL	Philadelphia, Pa.
DAVID L. MAGRUDER	Philadelphia, Pa.
CHARLES ADSIT	Hornellsville, N. Y.
FRANKLIN D. SHERWOOD	Hornellsville, N. Y.
SUSAN G. ADSIT	Hornellsville, N. Y.
DE MERVILLE PAGE	Hornellsville, N. Y.
GEORGE T. REHN	Hornellsville, N. Y.
JOHN O. ADSIT	Hornellsville, N. Y.

Title of company, The Hornellsville and Canisteo Railway Company.
General offices at 119 Main street, Hornellsville, N. Y.
Date of close of fiscal year, July 1.
Date of stockholders' annual meeting, first Saturday in July.
For information concerning this report, address De Merville Page, President.

HORNELLSVILLE ELECTRIC.

(Date of charter, December 16, 1891.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	500	$50,000	.....
Issued for actual cash	200	$20,000	$20,000
Issued on account of construction	300	30,000	.....
Total now outstanding	500	$50,000	$20,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	Interest, when payable.	Amount outstanding.
*First mortgage bonds	July 1, 1912	Jan. 1 and July 1	$46,500

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost of road and equipment up to June 30, 1894	$4,797 39	$104,797 39

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$13,047 32
Less operating expenses (excluding all taxes)		14,115 57
Deficit from all sources		$1,068 25
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$376 36	
Interest on funded debt due and accrued	2,500 00	
		2,876 36
Deficit for year ending June 30, 1894		$3,944 61

General Income Account.

Deficit for year ending June 30, 1894	$3,944 61
Deficit up to June 30, 1893	864 97
Total deficit June 30, 1894	$4,809 58

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$12,843 57
Advertising	203 75
Total gross earnings	$13,047 32

OPERATING EXPENSES.

Repairs of roadbed and track	$625 44
Repairs of line	334 81
Repairs and renewals of cars, motors and other vehicles	1,220 98
Salaries of general officers and clerks	751 65
Wages of conductors and motormen	4,815 77
Wages of other employes	1,943 84
Light and fuel other than at power house	466 04
Fuel, light and other supplies used at power house	2,350 33
Damages to persons and property	18 05
Legal expenses	431 39
Advertising, printing and office expenses	638 83
Insurance	341 05
Removal of snow and ice	46 80
Heating cars by electricity	91 20
Wages trailer brakemen	45 45
Total operating expenses	$14,115 57

* Amount issued, $50,000; sold, $46,500; on hand, $3,500.

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$104,797 39
Other permanent investments, as follows:		
Bonds C. V. Ry. Co.		9,500 00
Current assets, as follows, vis.:		
Cash on hand		183 58
Supplies on hand		666 11
Tools	$148 00	
Testing instrument	95 40	
		243 40
Profit and loss (deficiency)		4,809 58
		$120,200 00

LIABILITIES.

Capital stock	$50,000 00
Funded debt	46,500 00
Current liabilities, as follows, vis.:	
Interest on funded debt due and accrued	2,500 00
Bills payable	21,200 00
	$120,200 00

Characteristics of Road, Equipment, Etc.

	Miles.
Length of railway owned by company, as follows:	
Single track, main line, in city of Hornellsville	3.845
Single track, branch, from city of Hornellsville to Babcock's track	.500
Total length of single track on main line and branches	4.345
Sidings on main line and branches	.221
Total length of all tracks and sidings owned	4.566

Weight of rail per yard	56 and 40 lbs.
Gauge of track	4 ft. 8½ in.
Open cars, not motors	4
Motor cars	5
Schedule time making trip one way	15 minutes
Cars are run	Every 15 min.
Rate of fare per passenger	5 cents
Number of passengers carried in cars during year	268,668
Average number of employes (including officials) during year	25

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

Superintendent	$1,500 00
Clerk	547 50

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 50
Drivers, motormen	11	1 50
Watchmen	12	1 40
Roadmen	10	1 40

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES ADSIT	President	Hornellsville, N. Y.
DE MERVILLE PAGE	Secretary	Hornellsville, N. Y.
GEO. T. REEN	Treasurer	Hornellsville, N. Y.
C. H. WICKHAM	Superintendent	Hornellsville, N. Y.

Directors of the Company.

Name.	*Residence.*
IRA DAVENPORT	New York city.
GEORGE M. BRILL	Philadelphia, Pa.
DAVID L. MAGNUDER	Philadelphia, Pa.
CHARLES ADSIT	Hornellsville, N. Y.
FRANKLIN D. SHERWOOD	Hornellsville, N. Y.
SUSAN G. ADSIT	Hornellsville, N. Y.
DE MERVILLE PAGE	Hornellsville, N. Y.
GEO. T. REHN	Hornellsville, N. Y.
JOHN O. ADSIT	Hornellsville, N. Y.

Title of Company, The Hornellsville Electric Railway Company.
General offices at 119 Main street, Hornellsville, N. Y.
Date of close of fiscal year, July 1.
Date of stockholders' annual meeting, first Saturday in July.
For information concerning this report, address Charles Adsit, President.

HUDSON ELECTRIC.

(Date of charter, April 24, 1888.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	500	$50,000 00

FUNDED DEBT.

	When due.	Interest.		Amount outstanding.
		Rate.	When payable.	
* First mortgage bonds	July 1, 1912	p.c. 6	July & Jan.	$50,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$2,797 44	$2,229 84
Electric appliances pertaining to road and superstructure, overhead line	346 43	443 84
Buildings and fixtures exclusively used for electric purposes	5,459 07	15,867 11
All other buildings and fixtures	20 00	425 36
Purchase of constructed road and equipment	.....	90,000 00
Total cost of road	$8,622 94	$109,666 15
EQUIPMENT.		
Motor cars and fixtures	$38 80	$6,697 65
Total cost of additional equipment	$38 80	$6,697 65
Grand total cost of road and equipment	$8,661 74	$116,363 80

* Issued on account of construction, $40,000; for cash, $10,000.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additions to power station equipment (not yet completed)	$5,459 07
Additions to car house	20 00
Laying girder rail on account paving	2,797 44
Setting new poles and changing location	346 43
Electric heaters for cars	36 80
Total	$8,661 74

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$15,006 01
Less operating expenses (excluding all taxes)		9,784 06
Gross income from all sources		$5,221 95
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$536 64	
Taxes on earnings and capital stock	89 09	
Interest on funded debt due and accrued	3,000 00	
		3,625 73
Surplus for year ending June 30, 1894		$1,596 22

General Income Account.

Surplus for year ending June 30, 1894	$1,596 22
Surplus up to June 30, 1893	6,185 98
Total surplus June 30, 1894	$7,782 20

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$15,006 01

OPERATING EXPENSES.

Repairs of roadbed and track	$61 50
Repairs of buildings and fixtures	5 00
Repairs of power station	25 54
Repairs and renewals of cars, motors and other vehicles	1,131 36
Repairs overhead line	11 15
Salaries of general officers and clerks	738 10
Wages of conductors and motormen	3,066 45
Wages of engineer, firemen and other employes at power house	1,556 10
Wages of watchmen	479 90
Fuel, light and other supplies used in power house	2,012 16
Oil and waste	228 31
Damages to persons and property	50 00
Advertising, printing, and office expenses	136 26
Insurance	192 62
Incidentals	95 34
Total operating expenses	$9,784 06

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$109,086 15
Cost of equipment	6,497 65
Current assets, as follows, viz.:	
Cash on hand	1,106 73
Bills receivable	114 13
	$117,586 64

LIABILITIES.

Capital stock	$50,000 00
Funded debt	50,000 00
Bills payable	4,000 00
Open accounts	13,157 55
Profit and loss (surplus)	428 99
	$117,586 64

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from New York Central depot to Academy hill	1.55
Single track, branch, from Diamond street to Boston and Albany depot	.06
Single track, branch, from Ferry street to ferry landing	.05
Total length of single track on main line and branches	1.66
Second track on main line and branches	.15
Total length of all tracks and sidings owned	1.81

Weight of rail per yard	T 35, Girder 90.
Gauge of track	4 ft. 8½ in.
Number of motor cars	5
Schedule time making trip one way	14 min.
Cars are run	7½ min. each way.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	300,120
Average number of employes (including officials) during year	9

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Acting superintendent	$728 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	12	$1 43 to 1 57
Watchmen	12	1 30
Engineers	9	2 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. McGONEGAL	President	Hudson, N. Y.
E. J. HODGE	Secretary	Hudson, N. Y.
S. D. LAKE	Treasurer and Superintendent	Hudson, N. Y.

Directors of the Company.

Name.	*Residence.*
S. D. LAKE	Hudson, N. Y.
E. J. HODGE	Hudson, N. Y.
A. J. ROWLES	Hudson, N. Y.
JUDSON KINGSLEY	Troy, N. Y.
W. S. WALES	Syracuse, N. Y.
A. E. MATTHEWS	Syracuse, N. Y.
HIRAM McGONEGAL	Sing Sing, N. Y.

Title of company, Hudson Electric Railway Company.
General offices at Hudson, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Thursday in October.
For information concerning this report, address S. D. Lake.

HUNTINGTON.

(Date of charter, May, 1890.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	3,000	$30,000
Issued for actual cash	305	$3,050
Issued on account of construction	2,695	26,950
Total now outstanding	3,000	$30,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
*First mortgage bonds	1920	p.c. 5	June and Dec.	$26,000

Cost of Road and Equipment.

Total cost of road and equipment as reported June 30, 1893	$55,973 82
Additional equipment during year ending June 30, 1894	70 70
Grand total cost of road and equipment	$56,043 52

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$6,269 58
Less operating expenses (excluding all taxes)		3,832 63
Gross income from all sources		$2,437 95
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$173 27	
Taxes on earnings and capital stock	54 87	
Taxes other than above	13 20	
Interest on funded debt due and accrued	1,300 00	
		1,541 34
Net income from all sources		$896 61
Payments from net income, as follows, viz.:		
Dividends declared, 4 per cent. on capital stock		1,209 00
Deficit for year ending June 30, 1894		$313 39

General Income Account.

Deficit for year ending June 30, 1894	$313 39
Surplus up to June 30, 1893	737 39
Total surplus June 30, 1894	$424 00

*Authorized, $30,000.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$5,914 94
Sundries	105 64
United States mail	240 00
Total gross earnings	$6,260 58

OPERATING EXPENSES.

Repairs of roadbed and track	$41 87
Repairs of cars and other vehicles	59 15
Repairs of harness and stable equipment	11 50
Horseshoeing	115 05
Provender (including expense of grinding)	1,137 44
Salaries of general officers and clerks	100 00
Wages of conductors and drivers	1,208 49
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	700 00
Light and fuel	25 00
Advertising, printing and office expenses	90 00
Insurance	100 00
Contingencies	244 13
Total operating expenses	$3,832 63

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$56,043 58
Current assets, as follows, viz.:	
Cash on hand	289 02
Open accounts	78 50
Supplies on hand	128 26
	$56,534 80

LIABILITIES.

Capital stock	$30,000 00
Funded debt	26,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt accrued	108 00
Dividends unpaid	2 00
Profit and loss (surplus)	424 30
	$56,534 80

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Depot of Long Island R. R. to harbor	3

Weight of rail per yard	30 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Horses	10
Schedule time making trip one way	30 min.
Cars are run as per card schedule and to meet all trains.	
Rate of fare per passenger	75 and 10 cts.
Number of passengers carried in cars	About 30,000
Average number of employes (including officials) during year	

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.

General manager	$100 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Drivers	10	$1 15
Roadmen	10	1 15
Hostlers	12	1 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
E. D. DAVIDSON	President	Huntington, N. Y.
GEO. M. TILESTON	Secretary	Huntington, N. Y.
DOUGLASS CONKLIN	Treasurer	Huntington, N. Y.
ISAAC ROGERS	General Manager	Huntington, N. Y.

Directors of the Company.

Name.	*Residence.*
E. D. DAVIDSON	Huntington, N. Y.
TEMPLE PRIME	Huntington, N. Y.
GEO. M. TILESTON	Huntington, N. Y.
DOUGLASS CONKLIN	Huntington, N. Y.
ISAAC ROGERS	Huntington, N. Y.
JAS. M. BRUSH	Huntington, N. Y.
JNO. F WOOD	Huntington, N. Y.
JOSEPH IRWIN	Huntington, N. Y.

Title of company, Huntington Railroad Company.
General offices at Huntington, N. Y.
Date of close of fiscal year, May 31.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address E. D. Davidson, President.

ITHACA STREET.

(Date of charter, November 18, 1884.)

For history of organization, etc., see Report of 1893.

From the date of organization until 1892 the road was only one mile in length. In May, 1892, the road was wholly re-equipped and extended about five miles. In June, 1894, this company leased the line of The Cayuga Lake Electric Railway Company under the provisions of the General Railroad Law. The total number of miles now operated by this company is about seven and one-half. The lease of the Cayuga Lake Electric Railway Company's line is for the period of 49 years, 9 months and 27 days from June 1, 1894. The terms of the lease provide for the maintenance and operation of the leased line and the guaranty of the principal and interest of the lessor's first mortgage bonds, amounting to $95,000, by the lessee. The lease is on file in the office of the Secretary of State.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	2,500	$250,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
		p.c.		
First mortgage bonds	July 1, 1923	6	Jan. & July 1	$175,000
Second mortgage bonds	July 1, 1923	6	Jan. & July 1	75,000
Total				$250,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	*$35,516 54	$35,516 54
Real estate	5,500 00	5,500 00
Road built and equipped by contract; purchase of constructed road	†125,000 00	450,000 00
Total cost of road and equipment	$165,016 54	$491,016 54

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$41,896 59
Less operating expenses (excluding all taxes)		21,631 37
Gross income from all sources		$20,265 22
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road and on earnings and capital stock	$715 96	
Interest on funded debt due and accrued	13,500 00	
		14,215 96
Surplus for year ending June 30, 1894		$6,049 26

General Income Account.

Surplus for year ending June 30, 1894	$6,049 26
Surplus up to June 30, 1893	7,417 98
Total surplus June 30, 1894	$13,467 24

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$41,588 77
Advertising	307 82
Total gross earnings	$41,896 59

OPERATING EXPENSES.

Repairs of roadbed and track	$71 78
Repairs of buildings and fixtures	39 86
Repairs and renewals of cars, motors and other vehicles	461 29
Salaries of general officers and clerks	2,414 81
Wages of conductors and motormen	8,915 15
Wages of engineer, firemen and other employes at power house	1,885 50
Wages of watchmen, starters, switchmen, roadmen and shopmen	2,598 80
Light and fuel other than at power house, fuel, light and other supplies used at power house	2,368 98
Damages to persons and property	957 14
Legal expenses	100 00
Advertising, printing and office expenses	1,105 42
Insurance	619 98
Rents	168 75
Total operating expenses	$21,631 37

* Of the amount charged to additions or betterments during year under head of roadbed, etc., $35,516.54, the sum of $27,924.80 was really expended in 1892-3 and appears on general balance sheet, June 30, 1893, page 13 of report, filed under head of "other permanent investments" as "additional construction outside of contract," and so credited by mistake. The additional amount, $7,591.74, was expended for incidental betterments.

† The work represented by $125,000 was upon contract, including extension of the road and increasing and improving rolling stock and motive power on the whole line and adapting power plant to water power.

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$491,016 54
Other permanent investments, as follows, viz.:		
Brush-Swan Electric Light Co.'s stock		50,000 00
Current assets, as follows, viz.:		
Cash on hand	$6,977 63	
Open accounts	18,541 78	
		25,519 40
		$566,535 94

LIABILITIES.

Capital stock	$350,000 00
Funded debt	250,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	7,500 00
Bills payable	23,804 12
Open accounts	22,224 57
Profit and loss (surplus)	13,407 24
	$566,535 94

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	6
Length of railways actually leased and operated by this company, as follows:	
Single track from Railroad avenue, Ithaca, to Renwick park	1.5
Total length of all tracks and sidings owned and leased	7.5

Weight of rails per yard	45, 56 & 60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	2
Number of open cars, not motors	4
Number of motor cars	14
Schedule time making trip one way	20 minutes
Cars are run	Every 9 min.
Rate of fare per passenger	5 cents
Number of passengers carried in cars during year (estimated)	1,000,000
Average number of employes (including officials) during year	26

Salaries, Wages, Etc, of Officers, Clerks and Other Employes.

OFFICERS AND CLERKS.

General manager and superintendent	$2,000 00
Clerks	414 81

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	9	$1 50
Motormen	9	1 50
Watchmen	12	1 25
Roadmen	10	2 00
Linemen	10	2 00
Engineers	12	3 00
Firemen	12	2 00
Shopmen	10	2 25

Officers of the Company.

Name.	*Title.*	*Official Address.*
HORACE E. HAND	President	Ithaca, N. Y.
H. BERGHOLTZ	Secretary, Treasurer and Superintendent	Ithaca, N. Y.

Directors of the Company.

Name.	*Residence.*
HORACE E. HAND	Scranton, Pa.
ALFRED HAND	Scranton, Pa.
WM. J. HAND	Scranton, Pa.
E. L. FULLER	Scranton, Pa.
H. BERGHOLTZ	Ithaca, N. Y.
DR. F. VAN VLEET	Ithaca, N. Y.
CHARLES W. HAND	Brooklyn, N. Y.

Title of company, Ithaca Street Railway Company.
General offices in Savings Bank building, Ithaca, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in November.
For information concerning this report, address H. Bergholtz, Superintendent.

JAMAICA AND BROOKLYN.

(Date of charter, March 20, 1880.)

For history of organization, etc., see Report of 1893.

Merged January 16, 1894, with Broadway Railroad Company of Brooklyn, and Broadway Ferry and Metropolitan Avenue Railroad Company into the Brooklyn, Queens County and Suburban Railroad Company. See report of last-named company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Issued for actual cash and now outstanding	9,874	$197,480

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		p.c.		
First mortgage	Jan., 1930	5	Jan. & July	*$415,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during 6½ months ending January 15, 1894.	Total cost of road and equipment up to January 15, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$91 27	.....
Total cost of road as reported up to June 30, 1893	.....	$579,476 64
Total cost of road	$91 27	$579,567 91
EQUIPMENT.		
Total cost of equipment as reported up to June 30, 1893	.....	$43,158 01
Grand total cost of road and equipment up to Jan. 15, 1894	.....	$622,725 92

* Issued partly for property and partly for cash.

Income Account for Six and One-half Months Ending January 15, 1894.

Gross earnings from operation		$34,706 18
Less operating expenses (excluding all taxes)		27,476 04
Net earnings from operation		$7,230 14
Income from other sources, as follows, viz.:		
Rent from tracks	$293 70	
Sales of real estate	2,457 25	
Miscellaneous income	15 07	
		2,756 02
Gross income from all sources		$9,986 16
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$404 85	
Taxes on earnings and capital stock	180 15	
Taxes other than above	2,775 23	
Interest on funded debt due and accrued	11,211 70	
		14,571 93
Deficit for six and one-half months ending January 15, 1894		$4,585 77

General Income Account.

Deficit for six and one-half months ending January 15, 1894	$4,585 77
Deficit up to June 30, 1893	4,236 28
Total deficit January 15, 1894	$8,822 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$29,770 96
Miscellaneous	4,789 32
Advertising	145 90
Total gross earnings	$34,706 18

OPERATING EXPENSES.

Repairs of roadbed and track	$1,267 98
Repairs of buildings and fixtures	615 23
Repairs and renewals of cars, motors and other vehicles	5,011 95
Salaries of general officers and clerks	1,216 13
Wages of conductors and motermen	7,534 94
Wages of engineer, firemen and other employes at power house	1,286 98
Wages of watchmen, starters, switchmen, roadmen, etc	2,411 19
Light and fuel other than at power house	165 65
Fuel, light and other supplies used at power house	3,712 79
Damages to persons and property	756 88
Advertising, printing and office expenses	2,633 74
Insurance	843 00
Removal of snow and ice	48 69
Contingencies	81 94
Total operating expenses	$27,476 04

General Balance Sheet, January 15, 1894.

ASSETS.

Cost of road	$379,567 91
Cost of equipment	43,158 01

LIABILITIES.

Capital stock	$197,480 00
Funded debt	*415,000 00

* One hundred and seventy-five bonds, par value $175,000, of this item have been purchased and retired. All the assets and liabilities of this company have been taken over by the Brooklyn, Queens County and suburban Railroad Company.

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Jamaica to Brooklyn	6.4
Second track on main line and branches	6.4
Total length of all tracks owned	12.8

Weight of rail per yard	57 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Number of open cars, not motors	6
Horses	3
Number of motor cars	21
Schedule time making trip one way	40 min.
Cars are run	Week days, every 15 min.; Sunday, every 7½ min.
Rate of fare per passenger	5 and 10 cents.
Number of passengers carried in cars during year	595,419
Average number of employes (including officials) during year	50

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.	Six and one-half months' salary.
General officers	$1,216 13

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$2 00
Motormen	12	2 00
Starters	12	1 50
Watchmen	12	1 75
Switchmen	12	1 50
Roadmen	10	$1 50 to 1 75
Firemen	12	1 75
Engineers	12	2 57
Electrician	10	3 00

ACCIDENTS.

Employes, injured	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
SAMUEL SPENCER	President	23 Wall street, N. Y. city.
W. S TOWNSEND	Secretary	23 Wall street, N. Y. city.
E. D. LANEFORD	Treasurer	21 Broadway, Brooklyn, N. Y.
HENRY METERHOLE	Superintendent	21 Broadway, Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
SAMUEL SPENCER	New York city.
C. H. COSTER	New York city.
E. M. ROBINSON	New York city.
W. S. KENNEYS	New York city.
W. B. HORN	Brooklyn, N. Y.
W. S. TOWNSEND	Brooklyn, N. Y.
E. P. BROMLEY	Brooklyn, N. Y.
THOS. W. JOYCE	Brooklyn, N. Y.
G. W. MASLIN	Brooklyn, N. Y.

Title of company, Jamaica and Brooklyn Road Company.
General offices at Jamaica, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in March.
For information concerning this report, address E. R. L. Tighe, Auditor, 21 Broadway, Brooklyn, N. Y.

JAMESTOWN.

(Date of charter, October 18, 1883.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	5,000	$250,000	.....
Issued for actual cash and now outstanding	2,000	100,000	$94,950

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p.c.			
First mortgage bonds	Jan. 2, 1923	6	Jan. & July	$300,000	$300,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June, 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$1,863 85	$161,079 00
Electric appliances pertaining to road and superstructure	784 21	43,368 24
Right of way	.....	100 00
Real estate	.....	7,633 42
Buildings and fixtures, exclusively used for electric purposes	4,888 99	115,790 26
Interest and discount charged to construction	.....	1,221 64
Total cost of road	$7,537 05	$329,606 64
EQUIPMENT.		
Horses	.....	$5,222 75
Harness	.....	628 76
Cars, other than motor cars	.....	4,150 00
Motor cars and fixtures	$5,206 80	135,785 68
Wagons, trucks, snow plows, sleighs	97 00	2,196 60
Total cost of equipment	$5,303 80	$147,983 87
Grand total cost of road and equipment	$12,840 85	$477,790 51

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$73,947 47
Less operating expenses (excluding all taxes)	64,040 87
Net earnings from operation	$9,906 60

Income from other sources, as follows, viz.:

Rent	$339 25	
Team work	425 83	
Light and power	148 05	
American Express	600 00	
		$1,493 13
Gross income from all sources		$11,339 73

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	$1,970 92	
Taxes on earnings and capital stock	484 67	
Taxes other than above	58 95	
Interest on funded debt due and accrued	18,000 00	
		20,454 54
Deficit for year ending June 30, 1894		$9,124 81

General Income Account.

Deficit for year ending June 30, 1894		$9,124 81
Surplus up to June 30, 1893		3,885 07
		$5,239 74
Add profit from sale of horses	$33 35	
Add 2½ miles road complete presented by Celoron Land Company,	18,500 00	
		18,533 35
		$13,263 61
Deduct amount charged off		77 00
Total surplus June 30, 1894		$13,206 61

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$73,947 47

OPERATING EXPENSES.

Repairs of roadbed and track	$4,114 24
Repairs of buildings and fixtures	1,834 01
Repairs and renewals of cars, motors and other vehicles	2,960 38
Salaries of general officers and clerks	2,305 00
Wages of conductors and motormen	24,672 99
Wages of engineer, firemen and other employes at power house	3,724 15
Wages of watchmen, starters, switchmen, roadmen, etc	3,974 07
Light and fuel other than at power house	71 21
Fuel, light and other supplies used at power house	10,069 52
Water tax	144 77
Damages to persons and property	43 00
Legal expenses	275 13
Advertising, printing and office expenses	1,154 82
Insurance	8,326 44
Removal of snow and ice	1,121 42
Contingencies	4,279 72
Total operating expenses	$34,040 87

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$329,806 64
Cost of equipment		147,968 87
Other permanent investments, as follows:		
Improvement Celoron		30,148 18
Current assets, as follows, viz.:		
Cash on hand	$137 17	
Bills receivable	43 00	
Open accounts	*79,321 99	
Supplies on hand	9,523 40	89,025 56
Sundries: Unsubscribed stock		150,000 00
		$746,964 25

* Of this amount $75,050 is due for capital stock not assessed.

LIABILITIES.

Capital stock		$350,000 00
Funded debt		300,000 00
Current liabilities, as follows, viz.;		
Bills payable	$45,342 47	
Open accounts	138,415 17	
		183,757 64
Profit and loss (surplus)		13,206 61
		$746,964 25

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Lakewood to Falconer	8.239
Single track, main line, from Sherman house to corner Main and Second streets,	1.349
Single track, branch, from corner Main and Third streets to Third and Pendergast streets	2.201
Single track, branch, from corner Main and Second streets to M. E. church	.319
Single track, branch, from boatlanding to Celoron	2.250
Single track, branch, from boatlanding to fair grounds	.360
Total length of single track on main line and branches	14.749
Second track on main line and branches, M. E church to Woodlawn	2.255
Second track on main line and branches, boatlanding to Sherman house	.646
Total length of all tracks and sidings owned	17.749

Weight of rail per yard	30 and 45 lb. T., 42 lb. tram, 48½ to 58 and 70 lb. girder.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	5
Open cars, not motors	1
Number of motor cars	39
Schedule time making trip one way	16, 24, 30 and 33 min.
Cars are run	Average, every 5 to 8 min.
Rate of fare per passenger	Ticket, 4½ cents; regular, 5 cents.
Number of passengers carried in cars during year	1,674,968
Average number of employes (including officials) during year	65

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

General officers	$1,500 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 65
Drivers	11	1 65
Starters	12	1 66
Watchmen	12	1 23
Roadmen	10	1 25
Hostlers	10	1 25

ACCIDENTS.

	Injured.
Employes	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
A. N. BROADHEAD	President	Jamestown, N. Y.
W. S. CAMERON	Secretary	Jamestown, N. Y.
S. B. BROADHEAD	Treasurer	Jamestown, N. Y.
GEO. E. MALTBY	Superintendent	Jamestown, N. Y.

Directors of the Company.

Name.	*Residence.*
A. N. BROADHEAD	Jamestown, N. Y.
L. B. WARNER	Jamestown, N. Y.
O. E. JONES	Jamestown, N. Y.
F. E. GIFFORD	Jamestown, N. Y.
W. S. CAMERON	Jamestown, N. Y.
S. B. BROADHEAD	Jamestown, N. Y.
R. N. MARVIN	Jamestown, N. Y.

Title of company, The Jamestown Street Railway Company.
General offices at Jamestown, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in October.
For information concerning this report, address Geo. E. Maltby, Superintendent.

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

LESSOR.

LESSEE — FONDA, JOHNSTOWN AND GLOVERSVILLE.

(Date of charter, November 12, 1873.)

The Johnstown, Gloversville and Kingsboro railroad was equipped as an electric road May, 1896.

The Johnstown, Gloversville and Kingsboro Horse railroad was temporarily leased to the Cayadutta Electric Railroad Company from July 1, 1893, to January 1, 1894, when it was leased to the Fonda, Johnstown and Gloversville Railroad Company for 999 years, the lessee guaranteeing bonds and interest and 8 per cent. per annum on the capital stock, payable semi-annually direct to the stockholders, and $100 a year to company for expenses of organization.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Issued for actual cash	400	$40,000	$40,000
Issued as stock dividends	100	10,000	.....
Total now outstanding	500	$50,000	$40,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Bonds	1913	p.c. 6	Jan. 1 & July 1	$50,000	$50,000

Cost of Road and Equipment.

Total cost of road	$85,722 16
Total cost of equipment	17,001 36
Grand total cost of road and equipment up to June 30, 1894	$102,723 52

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rental received from Cayadutta Electric Railroad Company for six months ending December 31, 1893	$1,800 00
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued to January 1, 1894	1,500 00
Surplus for year ending June 30, 1894	$300 00

General Income Account.

Surplus for year ending June 30, 1894	$300 00
Surplus up to June 30, 1893	2,423 52
Total surplus June 30, 1894	$2,723 52

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$85,722 16
Cost of equipment	17,001 36
	$102,723 52

LIABILITIES.

Capital stock	$50,000 00
Funded debt	50,000 00
Profit and loss (surplus)	2,723 52
	$102,723 52

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE C. BURR	President	Gloversville.
JOHN M. RUSSELL	Secretary	Johnstown.
J. HOWARD PLACE	Treasurer	Gloversville.

Directors of the Company.

Name.	*Residence.*
GEORGE C. BURR	Gloversville.
J HOWARD PLACE	Gloversville.
JOHN H. STOCKAMORE	Gloversville.
H. S. JUDSON	Gloversville.
JAMES YOUNGLOVE	Johnstown.
WM. D. FERRES	Johnstown.
JACOB HESS	Fonda.
A. Z. WEMPLE	Fultonville.
WM. P. MYERS	Fultonville.
JAMES SHANAHAN, JR	Tribes Hill.
JOHN M. RUSSELL	Johnstown.
DAVID WELLS	Johnstown.

Title of company, Johnstown, Gloversville and Kingsboro Horse Railroad Company.
General offices at Gloversville.
Date of close of fiscal year, June 30.
For information concerning this report, address J. Howard Place, Treasurer.

KINGSTON CITY.

(Date of charter, June 5, 1879.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,500	$150,000	.....
Issued for actual cash	39	$3,900	$3,900
Issued on account of construction	1,000	100,000	100,000
Issued on reorganization	461	46,100	46,100
Total now outstanding	1,500	$150,000	$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p. c.			
First mortgage bonds	June 12, 1909	7	Jan. and July	$15,000	$15,000
Debenture bonds	June 1, 1900	5	June and Dec	10,000	10,000
Bond and mortgage	On demand.	6	Quarterly.	6,000	6,000
Consolidated 5 per cent. first mortgage bonds	March 1, 1923	5	Mar. and Sep.	125,000	125,000
Total	.....	.....	.....	$156,000	$156,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, pertaining to road and superstructure	*$15,805 26	$52,701 62
Real estate	9,975 00	30,714 91
Buildings and fixtures	*607 72	.....
Road built and equipped by contract	225,000 00	225,000 00
Total cost of road	$218,561 42	$308,416 53
EQUIPMENT.		
Horses	*$1,240 00	.....
Harness	*326 87	.....
Cars, other than motor cars	*1,000 00	.....
Furniture and fixtures	*439 94	.....
Wagons, trucks, snow plows, sleighs	*50 00	.....
Total cost of equipment	*$4,056 81	.....
Grand total cost of road and equipment	$214,504 61	$308,416 53

* Credits.

LANSINGBURGH AND COHOES.

LESSOR.

LESSEE — TROY CITY.

(Date of charter, March 8, 1880.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	300	$15,000 00	$15,000 00

Cost of Road.

Total cost of road up to June 30, 1894	$15,000 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
Rent of railroad	$1,050 00
Payments from net income, as follows, viz.:	
Dividends declared, 7 per cent. on capital stock	1,050 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$15,000 00

LIABILITIES.

Capital stock	$15,000 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Lansingburgh to Cohoes	1.104
Second track on main line and branches	.775
Total length of all tracks and sidings owned	1.879

Officers of the Company.

Name.	*Title.*	*Official Address.*
WILLIAM KEMP	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
WILLIAM KEMP	Troy, N. Y.
OTIS G. CLARK	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
AUGUSTUS A. PEEBLES	Lansingburgh, N. Y.
E. VAN SCHOONHOVEN	Lansingburgh, N. Y.
CHAS. H. DAUCHY	Lansingburgh, N. Y.
GEORGE CAMPBELL	Cohoes, N. Y.

Title of company, Lansingburgh and Cohoes Railroad Company.
General offices at Troy, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address J. J. Hagen, Secretary and Treasurer.

LARCHMONT.

(Date of charter, February 7, 1884.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	250	$25,000	$25,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$10,500 00
Right of way	5,500 00
Buildings and fixtures	4,000 00
Total cost of road	$20,000 00
EQUIPMENT.	
Horses	$1,500 00
Harness	125 00
Cars	3,000 00
Wagons, trucks, snow plows, sleighs	375 00
Total cost of equipment	$5,000 00
Grand total cost of road and equipment	$25,000 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$3,945 70
Less operating expenses (excluding all taxes)		3,553 20
Gross income from all sources		$392 50
Deductions from income, as follows, viz.:		
Taxes on earnings and capital stock	$43 96	
Taxes other than above	62 00	
		105 96
Surplus for year ending June 30, 1894		$286 52

General Income Account.

Surplus for year ending June 30, 1894	$286 52
Surplus up to June 30, 1893	1,079 72
Total surplus June 30, 1894	$1,366 24

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$3,945 70
OPERATING EXPENSES.	
Repairs of roadbed and track	$190 45
Repairs of buildings and fixtures	16 25
Repairs of cars (not motors) and other vehicles	17 70
Repairs of harness and stable equipment	35 30
Horseshoeing	250 25
Provender (including expense of grinding)	1,020 00
Salaries of general officers and clerks	250 00
Wages of conductors and drivers on horse cars	1,187 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	600 00
Insurance	20 00
Removal of snow and ice	15 75
Total operating expenses	$3,553 20

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$30,000 00
Cost of equipment	5,000 00
Current assets, as follows, viz.:	
Cash on hand	416 24
Supplies on hand	950 00
	$36,366 24

LIABILITIES.

Capital stock	$35,000 00
Profit and loss (surplus)	1,366 24
	$36,366 24

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Larchmont manor to New York and New Haven depot	1.5

Weight of rail per yard	25 to 28 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Horses	8
Schedule time making trip one way	15 min.
Cars are run	Every half hour from 6:50 A. M to 7:30 P. M.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	78,914
Average number of employes (including officials) during year	4

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Treasurer	$250 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$1 40
Drivers	10	1 75
Roadmen	10	1 45
Hostlers	12	1 75

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES H. MURRAY	President	Larchmont, N. Y.
W. H. CAMPBELL	Secretary and Treasurer	Larchmont, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES H. MURRAY	Larchmont, N. Y.
WM. MURRAY	Larchmont, N. Y.
F. W. FLINT	Larchmont, N. Y.
W. H. CAMPBELL	Larchmont, N. Y.
HELENA FLINT	Larchmont, N. Y.
JULIA W. SOUTHWORTH	New York city.
EDWARD E. FLINT	Carlton, Mich.

Title of company, The Larchmont Horse Railway Company.
General offices at Larchmont, Westchester county, N. Y.
Date of close of fiscal year, January 1.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address W. H. Campbell, Superintendent.

LONG ISLAND CITY AND NEWTOWN.

(Date of charter, May, 1883.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	3,200	$160,000
Issued on account of construction and now outstanding	3,014	150,700

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
		p. c.		
Construction and redemption of bonds of Calvary Cemetery railroad	1905	6	Semi-annually	$100,000
Extension of present road	1907	6	Semi-annually	100,000
Purchase of land and power house bond and mortgage	.....	6	Semi-annually	100,000
For payment of indebtedness and construction of new roads and additions.	1913	6	Semi-annually	400,000
Totals	.....	.....	.....	$700,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$4,530 80	$187,027 43
Electric appliances pertaining to road and superstructure	326 00	21,746 20
Real estate	.....	103,800 00
Interest and discount charged to construction, and road built by contract	195,000 00	195,000 00
Total cost of road	$199,856 80	$507,573 63
EQUIPMENT.		
Horses	$100 00	$700 00
Harness	73 15	457 15
Motor cars and fixtures	836 25	4,760 32
Wagons, trucks, snow plows, sleighs	20 00	255 00
Total cost of equipment	$1,029 40	$6,172 47
Grand total cost of road and equipment	$200,886 20	$513,746 10

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$38,259 24
Less operating expenses (excluding all taxes)	43,420 81
Deficit for year ending June 30, 1894	$5,161 57

General Income Account.

Deficit for year ending June 30, 1894	$15,161 67
Deficit up to June 30, 1893	208,915 98
Loss on sale of bonds	195,000 00
Total deficit June 30, 1894	$419,077 55

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$325,743 70
From power furnished	2,515 54
Total gross earnings	$328,259 24

OPERATING EXPENSES.

Repairs and renewals of cars, motors and other vehicles	$968 30
Salaries of general officers and clerks	3,730 00
Wages of conductors and motormen	8,760 00
Wages of engineer, firemen and other employes at power house	7,086 25
Wages of watchmen, starters, switchmen, roadmen, etc.	4,201 14
Light and fuel, other than at power house	178 34
Fuel, light and other supplies used at power house	10,879 25
Water tax	840 00
Legal expenses	2,500 00
Advertising, printing and office expenses	65 00
Insurance	586 32
Contingencies	296 20
Rental	3,400 00
Total operating expenses	$43,430 51

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$507,573 68
Cost of equipment		6,172 47
Current assets, as follows, viz.:		
Cash on hand	$460 50	
Open accounts	4,412 50	
Supplies on hand	865 00	
		5,738 00
Profit and loss (deficiency)		419,077 55
		$938,561 65

LIABILITIES.

Capital stock		$150,700 00
Funded debt		700,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt	$30,000 00	
Bills payable	8,721 59	
Open accounts	46,579 76	
Sundries	2,560 30	
		57,861 65
		$938,561 65

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Thirty-fourth street ferry, Long Island City, to Lutheran cemetery, town of Newtown	4.50
Single track, branch on Jackson avenue in town of Newtown (incomplete)	2.75
Total length of single track on main line and branches	7.25
Second track on main line and branches	2.50
Sidings on main line and branches	.50
Total length of all tracks and sidings owned	10.25

Weight of rail per yard	45 and 60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	4
Open cars, not motors	9
Horses and mules	4
Number of motor cars	8
Schedule time making trip one way	40 minutes.
Cars are run	Every 10 mins.
Rate of fare per passenger	5 and 10 cents.
Number of passengers carried in cars during year	382,091
Average number of employes (including officials) during year	40

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

President and treasurer	$3,400 00
Bookkeeper	800 00
Assistant bookkeeper	520 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$2 00
Drivers	12	2 00
Watchmen	12	2 00
Roadmen	10	$1 50 and 1 75
Electrician	10	3 00
Carpenters	10	2 33
Linemen	10	2 25
Engineer	10	3 00
Fireman	10	2 25
Starters	12	1 75
Switchmen	12	1 00
Hostlers	12	1 50
Blacksmith	10	2 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
PATRICK J. GLEASON	President and Treasurer	Long Island City, N. Y.
PHILLIP J. COFFEY	Secretary	Long Island City, N. Y.

Directors of the Company.

Name.	*Residence.*
PATRICK J. GLEASON	Long Island City, N. Y.
EDWARD M. TYRRELL	Brooklyn, N. Y.
PHILLIP J. COFFEY	Long Island City, N. Y.
TIMOTHY F. WHITE	Long Island City, N. Y.
THOMAS P. BURKE	Long Island City, N. Y.
HUGH J. MCELEARNEY	Long Island City, N. Y.
DANIEL FISK	Long Island City, N. Y.

Title of company, Long Island City and Newtown Railroad Company.
General offices at 112 Front street, Long Island City, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address Patrick J. Gleason, President.

METROPOLITAN STREET RAILWAY COMPANY.

(Date of charter, May 18, 1894.)

On December 12, 1893, the Houston. West Street and Pavonia Ferry Railroad Company, the South Ferry Company, the Broadway Railroad Company, were consolidated into the Metropolitan Street Railway Company, charter dated November 29, 1893; and on May 28, 1894, there was a further consolidation of the Metropolitan Street Railway Company, and the Metropolitan Crosstown Railway, and the Lexington Avenue and Pavonia Ferry Railroad Company, charter dated May 18, 1894.

This report includes the operation of the following companies for the year:

The Houston, West Street and Pavonia Ferry Railroad, the Broadway Railway, the South Ferry Railway, the Metropolitan Crosstown Railway, consolidated into the Metropolitan Street Railway Company.

And also embraces the operations of the following railroads under lease: Broadway and Seventh Avenue Railroad, Sixth Avenue Railroad, Ninth Avenue Railroad, Twenty-third Street Railroad, Bleecker Street and Fulton Ferry Railroad, Central Park, North and East River Railroad, Forty-second Street and Grand Street Ferry Railroad.

Ten miles of the above lines on Broadway and Seventh avenue, from Fifty-ninth street to Central Park, is at present operated by cable power, and the other routes by horse power.

Houston. West Street and Pavonia Ferry Railroad was consolidated with the Broadway Railway, and the South Ferry Railroad Company into the Metropolitan Street Railway Company, on November 29, 1893.

Metropolitan Crosstown Railway was consolidated with the Metropolitan Street Railway Company, and the Lexington Avenue and Pavonia Ferry Railroad Company into the Metropolitan Street Railway Company, on May 28, 1894.

Ninth Avenue Railroad Company leased to Houston, West Street and Pavonia Ferry Railroad Company for 99 years on March 12, 1892. Terms—6 per cent. dividend on capital stock of $800,000 for the first five years and 8 per cent. dividend thereafter.

South Ferry Railroad Company leased to Broadway and Seventh Avenue Railroad Company for full term of charter on March 12, 1892. Terms—guarantee of principal and interest of $350,000 5 per cent. bonds.

Sixth Avenue Railroad Company leased to Houston, West Street and Pavonia Ferry Railroad Company for 800 years on March 12, 1892. Terms—7 per cent. dividend on capital stock of $2,000,000.

Twenty-third Street Railway Company leased to Houston, West Street and Pavonia Ferry Railroad Company for the unexpired term of its charter on April 25, 1893. Terms—18 per cent. dividend on capital stock of $600,000.

Bleecker Street and Fulton Ferry Railroad Company leased to Houston, West Street and Pavonia Ferry Railroad Company (with the Twenty-third Street Railway) on June 7, 1893, for the unexpired term of its lease to the Twenty-third Street Railway Company, made on January 10, 1876, for 99 years. Terms—1½ per cent. dividend on capital stock of $900,000

Broadway Surface Railroad sold to the Broadway Railway Company September 11, 1889. The Broadway Railway Company was consolidated with the Houston, West Street and Pavonia Ferry Railroad Company into the Metropolitan Street Railway Company on November 29, 1893.

By agreement of May 17, 1884, and September 9, 1885, the Broadway and Seventh Avenue Railroad has a perpetual right to use the tracks of the Broadway Surface Railroad by a guarantee of principal and interest of $2,500,000 5 per cent. bonds of the Broadway Surface Railroad Company.

Broadway and Seventh Avenue Railroad leased to Houston, West Street and Pavonia Ferry Railroad Company, for the unexpired term of its charter, on May 13, 1890. Terms—10 per cent. dividend on capital stock of $2,100,000.

Central Park, North and East River Railroad leased to Metropolitan Crosstown Railway Company for the unexpired term of its charter on October 14, 1893. Terms—8 per cent. dividend on capital stock of $1,800,000 for five years from October 1, 1892, and 9 per cent. dividend thereafter.

Forty-second Street and Grand Street Ferry Railroad Company leased to Metropolitan Crosstown Railway Company for the unexpired term of its charter on April 6, 1893. Terms—16 per cent. dividend on capital stock of $748,000.

Lexington Avenue and Pavonia Ferry Railroad Company was merged into the Metropolitan Street Railway Company by agreement of consolidation May 28, 1894.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Issued for actual cash, issued on account of construction for purchase of other roads, and now outstanding	135,000	$13,500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		p.c.		
First mortgage bonds	July 1, 1904	5	Jan. & July	$500,000
First mortgage bonds of Metropolitan Crosstown Railway Company	Apr. 1, 1920	5	April & Oct.	600,000
Second mortgage bonds of Metropolitan Crosstown Railway Company	May 1, 1900	5	.....	300,000
Total	.....	....	.....	$1,400,000

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
Total cost of road	$14,796,936 90
Total cost of equipment	261,290 06
Grand total cost of road and equipment	$15,058,226 96

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$5,351,812 70
Less operating expenses (excluding all taxes)		3,223,955 58
Net earnings from operation		$2,127,857 12
Income from other sources, as follows, viz.:		
Interest, rents, etc.		46,652 82
Gross income from all sources		$2,174,509 94
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	$326,865 33	
Interest on funded debt due and accrued	79,247 50	
Rentals	1,453,858 34	
		1,859,971 17
Surplus for year ending June 30, 1894		$314,538 77

General Income Account.

Surplus for year ending June 30, 1894		$314,538 77
Surplus up to June 30, 1893	$404,624 47	
Amount credited direct to profit and loss being difference in adjustment of last year's accrued account	6,961 38	
	$411,585 85	
Deduct amount of dividends paid out of this surplus by the old company on $8,200,000 at 4 per cent	328,000 00	
		83,585 85
Total surplus June 30, 1894		$398,124 62

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$5,351,812 70

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$120,844 97
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	87,300 14
Repairs of buildings and fixtures, exclusively used for mechanical power	2,733 20
Repairs of all other buildings and fixtures	19,[illegible] 64
Repairs of cars (not motors) and other vehicles	73,171 76
Repairs of motor cars and fixtures	22,544 66
Repairs of harness and stable equipment	31,0[illegible] 09
Horseshoeing	69,[illegible] 24
Renewals of horses and mules	79,[illegible] 89
Provender (including expense of grinding)	485,[illegible] 92
Salaries of general officers and clerks	90,477 91
Wages of conductors and drivers on horse cars	968,[illegible] 67
Wages of conductors and motormen on cars propelled by mechanical traction	257,569 49
Wages of engineer, firemen and all others employed at power house	53,950 19
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	471,542 16
Light and fuel, other than at power house	43,219 90
Fuel, light and other supplies used at power house	72,[illegible] 54
Water tax	5,199 31
Damages to persons and property	54,[illegible] 08
Legal expenses	31,465 90
Advertising, printing and office expenses	16,[illegible] 41
Insurance	37,[illegible] 33
Removal of snow and ice	30,769 52
Contingencies	86,169 05
Total operating expenses	$3,223,955 58

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$15,058,226 96
Other permanent investments, as follows, viz.:		
Long Island Fertilizing Co.		57,223 00
Bleecker Street and Fulton Ferry R. R. Co. stock		
Bleecker Street and Fulton Ferry R. R. Co. bonds		
Houston, West Street and Pavonia Ferry bonds		
Current assets, as follows, viz.:		
Cash on hand	$76,732 94	
Open accounts	788,844 52	
Supplies on hand	92,622 33	
		958,199 79
		$16,073,649 75

LIABILITIES.

Capital stock		$13,500,000 00
Funded debt		1,400,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$7,500 00	
Open accounts	768,025 13	
		775,[illegible] 13
Profit and loss (surplus)		398,124 62
		$16,073,649 75

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Forty-second street and Lexington ave. to Harlem river	4.[illegible]
Single track, main line, from Forty-second street, Grand Central station, to Chambers street	3.[illegible]
Single track, main line, from Grand street ferry, East river, to Chambers street ferry	1.9740
Single track, main line, from Roosevelt ferry to Madison street	.[illegible]
Single track, main line, from Avenue C and Tenth street to Tenth street ferry	.2753
Single track, branch, from Fifteenth street and Union square to Bowling Green	2.[illegible]
Single track, branch, from Vesey and Church streets to South ferry	.[illegible]
Single track, branch, from Grand street ferry, East river, to Fourteenth street ferry, North river	3.[illegible]
Total length of single track on main line and branches	17.[illegible]
Second track on main line and branches	17.[illegible]
Total length of all tracks and sidings owned	34.9775

Length of railway actually leased and operated by this company, as follows:

Fifty-ninth street and Seventh avenue to Barclay street and Broadway	4.282
Fifty-first street and Seventh avenue to Park place	4.046
Fifty-ninth street and Sixth avenue to Vesey street and Broadway	4.400
One Hundred and Twenty-fifth street and Amsterdam avenue to Fulton street and Broadway	8 000
Twenty-third street and North river to Fulton ferry, East river	4.500
Twenty-third street ferry, North river, to Twenty-third street ferry, East river.	2.875
Twenty-third street ferry, North river, to Fourteenth street, Union Square	1.750
Second avenue and Twenty-third street to Thirty-fourth street ferry, East river.	.500
Fifty-fourth street and Tenth avenue, east and west, to South ferry	13.000
Forty-second street and North river to Grand street ferry, East river	5.125
Total length of single track leased	47.978
Second track and sidings	47 978
Total length of all tracks and sidings leased	95.956
Grand total length of all tracks and sidings owned and leased	130.934

Weight of rail per yard	47, 56, 60 lbs., 91-grooved girder.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	639
Open cars, not motors	265
Horses	5,541
Number of cable cars	161
Schedule time making trip one way	22 minutes to 1 hour 20 minutes.
Cars are run	Every half minute and 2 to 3 minutes.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year { Cash passengers	107,036,254
Number of passengers carried in cars during year { Transfer passengers	5,306,645
Average number of employes (including officials) during year	3,780

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers and clerks	$90,477 91

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00
Drivers and gripmen	10	$2 00 to 2 40
Starters	10	2 43 to 2 57
Watchmen	10	2 00
Switchmen	10	1 50 to 2 00
Roadmen	10	1 75 to 2 25
Hostlers	10	1 75
Painters	10	2 25 to 2 50
Blacksmiths	10	2 00 to 3 00
Machinists	8	2 50 to 3 25
Engineers	8	3 25 to 4 22
Firemen	8	2 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2
Others	2	2	4
Total	3	3	6

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. H. VREELAND	President and Gen. Man	621 Broadway, New York city.
D. B. HASBROUCK	First Vice-President	621 Broadway, New York city.
H. A. ROBINSON	Second Vice-President	621 Broadway, New York city.
CHARLES E. WARREN	Secretary	621 Broadway, New York city.
H. S. BEATTIE	Treasurer	621 Broadway, New York city.

Directors of the Company.

Name.	*Residence.*
H. H. VREELAND	New York city.
D. B. HASBROUCK	Brooklyn, N. Y.
HENRY A. ROBINSON	Yonkers, N. Y.
CHARLES E. WARREN	Brooklyn, N. Y.
H. S. BEATTIE	New York city.
R. SOMERS HAYES	New York city.
THOMAS F. RYAN	New York city.
ALBERT W. FLETCHER	New York city.
RALPH L. ANDERTON, Jr	New York city.

Title of company, Metropolitan Street Railway Company.
General offices at 621 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in December.
For information concerning this report, address Charles E. Warren, Secretary.

MIDDLETOWN-GOSHEN TRACTION.

(Date of charter, June 10, 1893.)

The certificate of incorporation of above date provided for a capital of $100,000, divided into 1,000 shares of $100 each. On March 15, 1894, the capital stock was increased to $200,000. Certificate authorizing same filed in the office of Secretary of State on April 6, 1894. The road and equipment are now in process of construction; the total length of road to be about 15 miles upon completion, about 2½ miles being now in operation. About 3½ miles of an extension to Midway park, in town of Wallkill, will be put in operation shortly. The road and its entire equipment, including park and the necessary lands, etc., are being built and finished under contract.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	$200,000	.....
Issued for actual cash	100	$10,000	$10,000
Issued on account of construction	1,900	190,000	.....
Total now outstanding	2,000	$200,000	$10,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
*First mortgage bonds	Jan. 1, 1919	p.c. 6	Jan. & July	$50,000	$50,000

* Two hundred thousand dollars of above bonds authorized.

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Grand total cost of road and equipment as per contract	$250,000 00

Income Account from May 8 to June 30, 1894.

Gross earnings from operation	$3,275 42
Less operating expenses (excluding all taxes)	3,060 53
Surplus June 30, 1894	$214 89

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$3,275 42

OPERATING EXPENSES.

Repairs of roadbed and track	$8 15
Repairs of cars, motors and other vehicles	8 28
Salaries of general officers and clerks	200 00
Wages of conductors and motormen	472 59
Wages of engineer, firemen and other employes at power house	303 99
Light and fuel	397 87
Damages to persons and property, insurance	600 00
Legal expenses	591 60
Advertising, printing, and office expenses	58 88
Insurance	384 17
Music, etc	10 00
Rents	25 00
Total operating expenses	$3,060 53

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$250,000 00
Current assets, as follows, viz.:	
Cash on hand	1,134 22
	$251,134 22

LIABILITIES.

Capital stock	$200,000 00
Funded debt	50,000 00
Current liabilities, as follows, viz.:	
Open accounts	919 33
Profit and loss (surplus)	214 89
	$251,134 22

Characteristics of Road, Equipment, Etc.

Length of railway operated by company, as follows:	Feet.
Single track from Franklin square to north end	8723.11
Single track from Franklin square to Genung street	4994
Total length of single track on main line and branches	12717.11

Weight of rail per yard	65 and 80 lbs.
Gauge of track	4 ft. 8½ in.
Number of motor cars	6
Schedule time making trip one way	23½ min.
Cars are run	Every 15 min.
Rate of fare per passenger:	
Regular	5 cents.
Special, 30 rides for	$1 00
Number of passengers carried in cars from May 7 to June 30, 1894	66,614
Average number of employes (including officials)	10

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS.

Secretary and superintendent	$2,100 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13	$1 56
Motormen	13	1 56

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES C. HONCHLIFFE	President	Middletown, N. Y.
E. G. WIGHTMAN	Secretary	Middletown, N. Y.
W. B. ROCKWELL	Treasurer and General Manager	Middletown, N. Y.
F. D. LA BAR	Superintendent	Middletown, N. Y.

Directors of the Company.

Name.	*Residence.*
JAMES C. HONCHLIFFE	Paterson, N. J.
W. B. ROCKWELL	Scranton, Pa.
B. H. THROOP	Scranton, Pa.
M. J. WIGHTMAN	Scranton, Pa.
E. G. WIGHTMAN	Middletown, N. Y.
B. F. LOW	Middletown, N. Y.
CHARLES H. SMITH	Middletown, N. Y.
A. D. SEAMAN	Middletown, N. Y.
JOHN HONCHLIFFE	Paterson, N. J.

Title of company, Middletown-Goshen Traction Company.
General offices at Middletown, Orange county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Monday in July.
For information concerning this report, address E. G. Wightman, Secretary.

MOHAWK AND ILION.

(Date of charter, April 12, 1870.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	600	$15,000	$15,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$12,500 00
Real estate	2,000 00
Total cost of road	$14,500 00

EQUIPMENT.

Cars	$3,300 00
Grand total cost of road and equipment	$17,800 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$5,355 28
Less operating expenses (excluding all taxes)		4,257 20
Gross income from all sources		$1,098 08
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$278 02	
Taxes on earnings and capital stock	107 37	
		385 39
Net income from all sources		$712 64
Payments from net income, as follows, viz.:		
Dividends declared, 13 per cent. on capital stock		1,950 00
Deficit for year ending June 30, 1894		$1,237 36

General Income Account.

Deficit for year ending June 30, 1894	$1,237 36
Surplus up to June 30, 1893	3,817 02
Total surplus June 30, 1894	$2,579 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$5,271 78
Express	28 45
Excursions	55 00
Total gross earnings	$5,355 28

OPERATING EXPENSES.

Repairs of roadbed and track	$359 91
Repairs of cars and other vehicles	943 39
Salaries of general officers and clerks	300 00
Wages of conductors and drivers	720 00
Light and fuel	21 50
Water tax	5 00
Insurance	16 50
Removal of snow and ice	26 23
Contingencies	46 67
Towing by contract, $5 per day	1,825 00
Total operating expenses	$4,257 20

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$14,500 00
Cost of equipment	3,300 00
	$17,800 00

LIABILITIES.

Capital stock	$15,000 00
Current liabilities, as follows, viz.:	
Open accounts	220 34
Profit and loss (surplus)	2,579 66
	$17,800 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Mohawk to Ilion	1.75

Weight of rail per yard	30 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	4
Number of open cars, not motors	1
Schedule time making trip one way	12 minutes.
Cars are run	About once an hour from 6:40 A. M. to 9:30 P. M.
Rate of fare per passenger	5 cents, or 12 rides for 50 cents by ticket.
Number of passengers carried in cars during year	109,082

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers	$300

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	15	$2 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. B. RAFTER	President	Mohawk, N. Y.
H. D. ALEXANDER	Secretary	Mohawk, N. Y.
R. M. DEVENDORF	Treasurer	Mohawk, N. Y.

Directors of the Company.

Name.	*Residence.*
J. B. RAFTER	Mohawk, N. Y.
H. D. ALEXANDER	Mohawk, N. Y.
R. M. DEVENDORF	Mohawk, N. Y.
JACOB DIEFENDORF	Mohawk, N. Y.
O. W. BRONSON	Mohawk, N. Y.
O. C. LOWELL	Mohawk, N. Y.
C. W. CARPENTER	Ilion, N. Y.

Title of company, Mohawk and Ilion Horse Railroad Company.
General offices at Mohawk, N. Y.
Date of close of fiscal year. May 31.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address R. M. Devendorf, Treasurer.

NEWBURGH ELECTRIC.

(Date of charter, March, 1894.)

The Newburgh Street Railway Company was organized in 1886, and was operated as a horse car line until May, 1894.

In February, 1894, the road was sold in foreclosure and bought by Benjamin Norton. Afterward the Newburgh Electric Railway Company was organized, and after the necessary franchise was secured to operate the same by the overhead trolley system, the said Norton transferred all his rights and interest in the old road to the last mentioned company. Reconstruction of the old lines was begun and the road went into operation under the new system on June 9, 1894. In July, 1894, the Orange Lake road, running from Newburgh to Orange Lake, was built, and in September of the same year was leased to the Newburgh Electric Railway Company, and is now operated by the last mentioned company and made a part of its system.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	1,500	$150,000
Issued for actual cash	150	$15,000
Issued on account of construction	1,350	135,000
Total now outstanding	1,500	$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
General mortgage 6 per cent. (first mortgage)	1944	p.c. 6	Nov. and May	$250,000

Income Account for Twenty Days Ending June 30, 1894.

Gross earnings from operation	$3,465 30
Less operating expenses (excluding all taxes)	1,129 04
Gross income from all sources	$2,336 26
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	1,250 00
Surplus June 30, 1894	$1,086 26

General Balance Sheet, June 30, 1894.

ASSETS.

Current assets, as follows, viz.:	
Cash on hand	$1,325 71
Supplies on hand	1,000 00
	$2,325 71

LIABILITIES.

Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	$1,250 00
Open accounts	271 21
Profit and loss (surplus)	804 50
	$2,325 71

Characteristics of Road, Equipment, Etc.

Weight of rail per yard	60 and 90 lbs.
Gauge of track	4 ft. 8½ in.
Number of motor cars	12

Salaries of Officers.

General officers	$900 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
BENJAMIN NORTON	President and Treasurer	Brooklyn, N. Y.
WILLIAM M. TOBIAS	Secretary	Brooklyn, N. Y.
C. P. THAIN	Superintendent	Newburgh, N. Y.

Directors of the Company.

Name.	*Residence.*
BENJAMIN NORTON	New York city.
SILAS B. DUTCHER	Brooklyn, N. Y.
ALDEN S. SWAN	Brooklyn, N. Y.
CHARLES N. FINCH	Brooklyn, N. Y.
SAMUEL S. WHITEHOUSE	Brooklyn, N. Y.
WILLIAM M. TOBIAS	Brooklyn, N. Y.
H. C. NORTON	Newburgh, N. Y.

Title of company, The Newburgh Electric Railway Company.
General offices at 244 Broadway, Newburgh, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address Benjamin Norton, Franklin Trust Building, Brooklyn, N. Y., or R. M. Corwine, Auditor, Newburgh, N. Y.

NEW YORK AND HARLEM.

(Date of charter, April 25, 1831.)

For history of organization, etc., see Report of 1893.

The statements contained in this report are those pertaining to the operations of the city road.

In "Cost of road and equipment" the cost of the entire line is shown, consisting of the steam and city road.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	200,000	$10,000,000 00	$10,000,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount authorized.	Cash realized on amount outstanding.
		Rate.	When payable.		
Consolidated mortgage	1900	p.c. 7	May & Nov.	$12,000,000	$12,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Total cost of road	.....	$22,100,587 02
EQUIPMENT.		
Horses	*$8,075 00	$186,765 00
Locomotives	.....	314,000 00
Cars, other than motor cars	.....	879,985 00
Harness and stable equipment	*619 15	84,077 59
Total cost of equipment	*$8,694 15	$1,464,827 59
Grand total cost of road and equipment	*$8,694 15	$23,565,414 61

* Includes cost of both steam and city road.

***Income Account for Year Ending June 30, 1894.**

Gross earnings from operation		$1,072,604 91
Less operating expenses (excluding all taxes)		712,250 02
Net earnings from operation		$360,354 89
Income from other sources, as follows, viz.:		
Rents	$3,103 03	
Interest	56,892 36	
Miscellaneous	755 00	
		60,750 39
Gross income from all sources		$421,105 28
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$14,898 06	
Taxes on earnings and capital stock	19,910 50	
		34,808 56
Net income from all sources		$386,296 72
Payments from net income, as follows, viz.:		
Dividends declared, 3 per cent. on capital stock		300,000 00
Surplus for year ending June 30, 1894		$86,296 72

General Income Account.

Surplus for year ending June 30, 1894	$86,296 72
Surplus up to June 30, 1893	2,880,225 09
Total surplus June 30, 1894	$2,966,521 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$1,072,604 91

OPERATING EXPENSES.

Repairs to roadbed and track	$13,429 82
Repairs of buildings and fixtures	5,019 57
Repairs of cars and other vehicles	28,974 59
Repairs of harness and stable equipment	9,117 65
Horseshoeing	20,907 31
Renewals of horses	27,903 00
Provender (including expense of grinding)	152,652 62
Salaries of general officers and clerks	24,261 51
Wages of conductors and drivers	255,260 32
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	156,525 67
Light and fuel	2,906 86
Water tax	1,821 00
Damages to persons and property	14,004 80
Legal expenses	1,568 10
Advertising, printing and office expenses	2,608 80
Insurance	13,825 87
Rents and use of other roads	145 00
Contingencies	1,328 53
Total operating expenses	$712,250 02

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$23,100,587 02
Cost of equipment		1,464,827 59
Other permanent investments, as follows, viz.:		
Long Island Land Fertilizing Company		4,800 00
Current assets, as follows, viz.:		
Cash on hand	$20,093 76	
Open accounts	1,360,274 60	
Supplies on hand	71,596 97	
		1,451,964 33
		$25,022,178 94

* City road only.

LIABILITIES.

Capital stock		$10,000,000 00
Funded debt		12,000,000 00
Current liabilities, as follows, viz.:		
Dividends and interest unpaid	$3,256 26	
Bills payable	44,000 87	
Open accounts	9,430 00	
		55,657 13
Profit and loss (surplus)		2,966,521 81
		$25,022,178 94

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from post-office to One Hundred and Thirty-eighth street	8.63
Single track, branch, from Thirty-second street and Fourth avenue to Thirty-fourth street ferry	.60
Single track, branch, from Madison avenue and Eighty-sixth street to Second avenue and Eighty-sixth street	.43
Total length of single track on main line and branches	9.66
Second track on main line and branches	9.66
Total length of all tracks and sidings owned	19.32

Weight of rail per yard	47 to 64 lbs.
Gauge of track	4 ft. 8½ in.
Number of cars	187
Horses	1,508
Schedule time making trip one way	1 hr. 32 mins.
Three-fourths of cars are run	One to twenty minutes apart.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	21,452,096
Average number of employes (including officials) during year	634

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	$2 00
Drivers	10	2 00
Starters	10	2 00
Watchmen	12	1 00
Switchmen	12	1 50
Roadmen	10	$1 60 to 2 00
Hostlers	10¼	1 75
Blacksmiths	10	2 00 and 3 00

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	7	.....	7
Employes	.....	1	1
Others	3	1	4
Total	10	2	12

Officers of the Company.

Name.	*Title.*	*Official Address.*
CORNELIUS VANDERBILT	President	New York city.
CHARLES C. CLARKE	Vice-President	New York city.
EDWARD V. W. ROSSITER	Secretary and Treasurer	New York city.
ALFRED SMITT	Superintendent	New York city.

Directors of the Company.

Name.	*Residence.*
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
SAMUEL F. BARGER	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	Sing Sing, N. Y.
JOHN B. DUTCHER	Pawling, N. Y.
EDWARD V. W. ROSSITER	Flushing, N. Y.
FRANCIS P. FREEMAN	New York city.
SAMUEL D. BABCOCK	New York city.
ALFRED VAN SANTVOORD	New York city.
ROBERT SCHELL	New York city.
W. H. ROBERTSON	Katonah, N. Y.

Title of company, New York and Harlem Railroad Company.
General offices at Grand Central Depot, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in May.
For information concerning this report, address E. V. W. Rossiter, Secretary and Treasurer.

NIAGARA FALLS AND SUSPENSION BRIDGE.

(Date of charter, October 20, 1892.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	7,500	$750,000 00	.....
Issued for actual cash	368⅞	$36,887 50	$36,887 50
Issued on account of construction	3,631⅛	363,112 50	.....
Total now outstanding	4,000	$400,000 00	$36,887 50

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage, gold bonds	July 1, 1908	p.c. 6	Jan. 1 & July 1	$400,000 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, and electric appliances pertaining to road and superstructure	*$1,445 80	$596,533 10
Real estate	.....	1,600 00
Buildings and fixtures, exclusively used for electric purposes	.....	9,364 47
Total cost of road	*$1,445 80	$607,497 57
EQUIPMENT.		
Horses	*$648 47	$4,750 73
Harness	.....	526 75
Cars, other than motor cars	.....	8,266 44
Motor cars and fixtures	338 62	180,738 62
Wagons, trucks, snow plows, sleighs	.....	490 13
Total cost of equipment	*$309 85	$194,784 68
Grand total cost of road and equipment	*$1,755 65	$802,282 25

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$59,446 62
Less operating expenses (excluding all taxes)		36,735 24
Net earnings from operation		$22,711 39
Income from other sources, as follows, viz.:		
Commissions	$3,800 00	
Rental of power	75 00	
Insurance rebate	72 46	
Bonus	3,543 43	
Interest	260 18	
		6,751 07
Gross income from all sources		$29,462 46
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$2,928 33	
Taxes on earnings and capital stock	797 23	
Interest on funded debt due and accrued	13,690 00	
		17,410 56
Net income from all sources		$12,051 90
Payments from net income, as follows, viz.:		
Dividends declared, 1½ per cent. on capital stock		6,000 00
Surplus for year ending June 30, 1894		$6,051 90

General Income Account.

Surplus for year ending June 30, 1894	$6,051 90
Surplus up to June 30, 1893	9,828 60
Total surplus June 30, 1894	$15,880 50

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	$58,446 62
Advertising	1,000 00
Total gross earnings	$59,446 62

*Credit.

OPERATING EXPENSES.

Repairs of roadbed and track	$2,355 88
Repairs of buildings and fixtures	473 65
Repairs and renewals of cars, motors and other vehicles	4,611 89
Salaries of general officers and clerks	1,378 59
Wages of conductors and motormen	15,228 59
Wages of engineer, firemen and other employes at power house	2,219 75
Fuel, light and other supplies used at power house	6,355 43
Water tax	225 00
Damages to persons and property	333 00
Legal expenses	248 76
Advertising, printing and office expenses	1,004 40
Insurance	1,740 01
Removal of snow and ice	430 78
Repairs of line equipment	329 57
Total operating expenses	$26,735 24

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$607,497 57
Cost of equipment	194,784 66
Other permanent investments, as follows, viz.:	
Bonds of this company	1,000 00
Current assets, as follows, viz.:	
Cash on hand	12,598 27
	$815,880 50

LIABILITIES.

Capital stock	$400,000 00
Funded debt	400,000 00
Profit and loss (surplus)	15,880 50
	$815,880 50

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Falls street to Whirlpool street	2.50
Single track, main line, from Falls street to Sugar street	2.50
Single track, branch, from Sugar street to Ontario avenue	2
Single track, branch, from Ontario avenue to Main street	1.50
Single track, branch, from Pine avenue to Main street	1.50
Total length of single track on main line and branches	10
Second track on main line and branches	2.50
Sidings on main line and branches	.76
Total length of all tracks and sidings owned	13.26

Weight of rail per yard	60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	2
Open cars, not motors	8
Number of motor cars	15
Schedule time making trip one way	15 to 21 min.
Cars are run	Every 7, 15 & 30 min.
Rate of fare per passenger	5 cents, and time-limited tickets 2½ cents.
Number of passengers carried in cars during year	1,269,.62
Average number of employes (including officials) during year	36

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers, superintendent	$1,200 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 50 to $2 00
Motormen	11	1 50 to 1 83
Watchmen	11	1 33
Roadmen	10	1 25
Blacksmith	10	1 67
Car repairers	10	1 83
Linemen	10	1 83
Foreman	10	2 00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2
Others	2	.....	2
Total	3	1	4

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES B. GASKILL	President	Niagara Falls, N. Y.
CHARLES B. HILL	Secretary and Treasurer	Buffalo, N. Y.
JOHN C. BREWSTER	Superintendent	Niagara Falls, N. Y.

Directors of the Company.

Name.	*Residence.*
CHARLES B. GASKILL	Niagara Falls, N. Y.
CHARLES B. HILL	Buffalo, N. Y.
ALEXANDER J. PORTER	Niagara Falls, N. Y.
CHARLES A SWEET	Buffalo, N. Y.
HASCAL L. TAYLOR	Buffalo, N. Y.
HARLOW C. CURTISS	Buffalo, N. Y.
WM. H. JOHNSON	Buffalo, N. Y.
ADELBERT MOOT	Buffalo, N. Y.
GEORGE L. LEWIS	Buffalo, N. Y.
LORAN L. LEWIS	Buffalo, N. Y.
D. BRADLEY SWEET	Buffalo, N. Y.
WM. B. RANKINE	New York city.

Title of company, The Niagara Falls and Suspension Bridge Railway Company.
General offices at Niagara Falls, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Thursday in September.
For information concerning this report, address John C. Brewster, Superintendent.

NINTH AVENUE (New York city).

LESSOR.

LESSEE—HOUSTON, WEST STREET AND PAVONIA FERRY.

Lease now held under merger agreement by Metropolitan Street.

(Date of charter, July 29, 1859.)

For history of organization, etc., see Report of 1892.

It was leased under date of March 12, 1892, same taking effect on April 12, 1892, to the Houston, West Street and Pavonia Ferry Railroad Company, for a term of 99 years, at a yearly rental of 6 per cent dividend on capital stock of $800,000 for the first five years, and 8 per cent. dividend thereafter.

See report of Metropolitan Street Railway Company for consolidation, etc.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	8,000	$800,000	.....
Issued for actual cash	1,895	$189,500	$181,743 50
Issued for equipment and real estate	6,105	610,500	.....
Total now outstanding	8,000	$800,000	$181,743 50

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$180,190 95
Real estate	9,789 48
Total cost of road	$189,980 43
EQUIPMENT.	
Horses	$89,200 00
Cars, other than motor cars	72,040 57
Total cost of equipment	$161,240 57
Grand total cost of road and equipment	$351,221 00

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Interest	$390 00	
Rental	60,000 00	
		$60,390 00
Deductions from income, as follows, viz.:		
Damages to persons and property	$150 00	
Legal expenses	1,097 06	
		1,247 06
Net income from all sources		$59,143 94
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on capital stock		48,000 00
Surplus for year ending June 30, 1894		$11,143 94

General Income Account.

Surplus for year ending June 30, 1894	$11,142 94	
Deficit up to June 30, 1893	439,372 21	
		$428,229 27
For credit to operating expenses of year ending June 30, 1893		302 36
Total deficit June 30, 1894		$427,926 99

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$189,980 43
Cost of equipment		101,140 57
Other permanent investments, as follows, viz.:		
Stock other company		560 00
Current assets, as follows, viz.:		
Cash on hand	$16,288 48	
Open accounts	460 01	
Supplies on hand	3,543 53	
		20,292 01
Profit and loss (deficiency)		427,926 99
		$500,000 00

LIABILITIES.

Capital stock	$500,000 00

Characteristics of Road, Equipment, Etc.

Weight of rail per yard	60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	63
Open cars, not motors	35
Horses and mules	604

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE LAW	President	New York city.
JACOB HAYS	Vice-President	New York city.
J. GELSTON AFFLECK	Secretary and Treasurer	New York city.
JAMES AFFLECK	Asst. Treasurer and Asst. Supt	New York city.

Directors of the Company.

Name.	*Residence.*
GEORGE LAW	New York city.
JACOB HAYS	New York city.
E. ST. JOHN HAYS	New York city.
JOSEPH J. O'DONOHUE	New York city.
JOSEPH H. GOODWIN	New York city.
PAUL N. SPOFFORD	New York city.
OTIS W. RANDALL	New York city.
WILLIAM RAVESTYN	Brooklyn, N. Y.
FRANK JENKINS	Brooklyn, N. Y.
JOSEPH TATE	Staten Island, N. Y.
E. GRANVILLE WRIGHT	Cambridge, N. Y.
JAMES AFFLECK	Yonkers, N. Y.
J. GELSTON AFFLECK	Yonkers, N. Y.

Title of company, Ninth Avenue Railroad Company.
General offices at 259 Fifth avenue, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in January.
For information concerning this report, address J. Gelston Affleck.

NORTH MOUNT VERNON.

(Date of charter, April 20, 1892.)

Incorporated under General Railroad Law (Laws of 1890, chapter 565) to build and operate a street surface railway with electricity or horse for motive power.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	200	$20,000
Issued for actual cash and now outstanding	170	17,000

FUNDED DEBT.

Designation of Lien.	When due.	Interest. Rate.	Interest. When payable.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.				
First mortgage	Oct. 1, 1893	5	Apr. 1 & Oct. 1	$17,000	$13,000	$13,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails	$15,584 88
Buildings and fixtures	2,497 52
Total cost of road	$18,082 40
EQUIPMENT.	
Cars	$750 00
Grand total cost of road and equipment	$18,832 40

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$1,800 00
Less operating expenses (excluding all taxes)	3,300 00
Deficit from all sources	$1,500 00
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	15 00
Interest on funded debt due and accrued	585 00
Deficit June 30, 1894	$2,100 00
OPERATING EXPENSES.	
Provender (including expense of grinding)	$1,744 00
Wages of conductors and drivers	1,556 00
Total operating expenses	$3,300 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$18,062 49
Cost of equipment	720 00
Current assets, as follows, viz.:	
Cash on hand	21 81
Sundries: Storage battery system, since discontinued	11,360 70
	$30,835 00

LIABILITIES.

Capital stock	$17,000 00
Funded debt	13,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	585 00
Open accounts	250 00
	$30,835 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from North Third avenue and Depot Place to Burke's Corners, Mount Vernon	2
Sidings on main line and branches	.05
Total length of all tracks and sidings owned	2.05

Weight of rail per yard	66 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	4
Number of passengers carried in cars during year	36,000
Average number of employes (including officials) during year	3

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per month.
Drivers	12	$43 00
Laborer	12	30 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN H. MURPHY	President and Superintendent	Mount Vernon, N. Y.
RICHARD M. WINFIELD	Secretary and Treasurer	Mount Vernon, N. Y.

Directors of the Company.

Name.	*Residence.*
ISAAC N. MILLS	Mount Vernon, N. Y.
JOSEPH S. WOOD	Mount Vernon, N. Y.
HERMAN HENNEBERGER	New Rochelle, N. Y.
RICHARD M. WINFIELD	Mount Vernon, N. Y.
FREDERICK P. FORSTER	49 West 19th street, New York city.
T. ELLWOOD CARPENTER	Mount Kisco, N. Y.
JOHN H. MURPHY	Mount Vernon, N. Y.
EDWARD HARTLEY	Mount Vernon, N. Y.
GEORGE H. PRIMROSE	244 West 131st street, New York city.
WILLIAM S. ANDERSON	Mount Vernon, N. Y.
JOHN A. EAGLESON	75 West 126th street, New York city.

Title of company, North Mount Vernon Railway Company.
General offices at Post-office Building, Mount Vernon, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, June 6.
For information concerning this report, address Richard M. Winfield, Secretary.

OGDENSBURG.

(Date of charter, December 22, 1865.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	700	$70,000 00	.....
Issued for actual cash	275	$27,500 00	$27,500 00
Issued on account of construction	10	1,000 00	1,000 00
Total now outstanding	285	$28,500 00	$28,500 00

Cost of Road and Equipment.

Road.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$17,479 64
Real estate	900 00
Buildings and fixtures	126 17
Total cost of road	$18,505 81
Equipment.	
Horses	$8,157 50
Harness	412 85
Cars	5,166 34
Wagons, trucks, snow plows, sleighs	1,508 36
Total cost of equipment	$10,244 55
Grand total cost of road and equipment	$28,750 36

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$6,332 73
Less operating expenses (excluding all taxes)		6,236 34
Gross income from all sources		$96 39
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$50 20	
Taxes on earnings and capital stock	43 85	
Taxes other than above, Railroad Commissioners	17 22	
		111 27
Deficit for year ending June 30, 1894		$14 88

General Income Account.

Deficit for year ending June 30, 1894	$14 88
Surplus up to June 30, 1893	844 85
Total surplus June 30, 1894	$829 97

Analysis of Gross Earnings and Operating Expenses.

Earnings.	
From passengers	$5,633 89
From stage	673 84
From advertising	25 00
Total gross earnings	$6,332 73

OPERATING EXPENSES.

Repairs of roadbed and track	$86 72
Repairs of buildings and fixtures	5 85
Repairs of cars and other vehicles	258 15
Repairs of harness and stable equipment	155 89
Horseshoeing	202 43
Renewals of horses and mules	250 00
Provender (including expense of grinding)	2,094 17
Wages of conductors and drivers on horse cars (estimate)	1,815 97
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. (estimate)	907 99
Light and fuel	53 13
Water tax	20 00
Damages to persons and property	2 50
Advertising, printing and office expenses	1 00
Insurance	315 00
Contingencies	127 23
Total operating expenses	$6,236 34

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$18,505 61
Cost of equipment	10,944 55
Current assets, as follows, viz.:	
Cash on hand	579 61
	$29,329 97

LIABILITIES.

Capital stock	$28,500 00
Profit and loss (surplus)	829 97
	$29,329 97

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of all tracks and sidings owned	4.60

Weight of rail per yard	20 to 25 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	2
Number of sleighs	5
Number of open cars	3
Horses and mules	21
Schedule time making trip one way	30 minutes.
Cars are run	Half hourly.
Rate of fare per passenger	5c., or 6 for 25c.; children under 8 years, 3c.
Number of passengers carried in cars during year	About 113,178
Average number of employes (including officials) during year	7

Salaries, Wages, Etc., of Officers and Employes.

CLERKS.

Clerk	$50 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10 to 12	$1 14 and $1 43
Hostlers	.....	1 00 and 1 14

Officers of the Company.

Name.	*Title.*	*Official Address.*
W. H. DANIELS	President	Ogdensburg, N. Y.
EDGAR A. NEWELL	Secretary	Ogdensburg, N. Y.
A. E. SMITH	Treasurer	Ogdensburg, N. Y.

Directors of the Company.

Name.	*Residence.*
W. H. DANIELS	Ogdensburg, N. Y.
W. L. PROCTOR	Ogdensburg, N. Y.
H. B. HOWARD	Ogdensburg, N. Y.
E. A. NEWELL	Ogdensburg, N. Y.
S. H. PALMER	Ogdensburg, N. Y.
R. E. WATERMAN	Ogdensburg, N. Y.
JOHN M. KELLOGG	Ogdensburg, N. Y.

Title of company, Ogdensburg Street Railway Company.
General offices at Ogdensburg, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address A. E. Smith, Treasurer.

OLEAN.

(Date of charter, March 1, 1880.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	160	$16,000
Issued for actual cash and now outstanding	100	10,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding	Cash realized on amount outstanding.
		p.c.			
Bond and mortgage	1923	6	July and Jan.	$55,000	$55,250 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$8,593 92	$46,661 55
Electric appliances pertaining to road and superstructure	2,932 22	10,715 34
Right of way	586 98	804 75
Real estate	*14 00	2,061 00
Buildings and fixtures exclusively used for electric purposes	9,084 83	9,134 83
All other buildings and fixtures	552 31	1,677 55
Interest and discount charged to construction	10,419 28	10,842 49
Total cost of road	$32,155 53	$81,897 50
EQUIPMENT.		
Horses	*$470 00	$1,245 00
Harness	.....	332 95
Cars other than motor cars	*314 70	2,071 11
Motor cars and fixtures	12,591 02	18,493 97
Wagons, trucks, snow plows and sleighs	14 59	709 46
Total cost of equipment	$11,820 91	$22,852 49
Grand total cost of road and equipment	$43,976 44	$104,749 99

* Credit.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$25,928 46
Less operating expenses (excluding all taxes)		18,806 59
Gross income from all sources		$7,121 87
Deductions from income, as follows, vis.:		
Taxes on property used in operation of road	$722 75	
Taxes on earnings and capital stock	69 16	
Taxes other than above	13 58	
Interest on funded debt due and accrued	3,900 00	
		4,705 49
Surplus for year ending June 30, 1894		$2,416 38

General Income Account.

Surplus for year ending June 30, 1894		$2,416 38
Surplus up to June 30, 1893		12,850 46
Difference supply account	$74 71	
To profit and loss	5 00	
		69 71
Total surplus June 30, 1894		$15,336 55

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$22,538 15
Baggage express	2,389 26
Mail	410 25
Advertising	458 05
Hauling brick	132 75
Total gross earnings	$25,928 46

OPERATING EXPENSES.

Repairs of roadbed and track	$119 45
Repairs of buildings and fixtures	58 89
Repairs of cars, not motors, and other vehicles	41 97
Repairs of motor cars and fixtures	212 78
Repairs of harness and stable equipment	103 29
Horseshoeing	73 41
Provender (including expense of grinding)	527 18
Salaries of general officers and clerks	1,800 00
Wages of conductors and drivers on horse cars	1,900 15
Wages of conductors and motormen on cars propelled by mechanical traction	5,541 55
Wages of engineer, firemen and all others employed at power house	899 41
Light and fuel other than at power house	99 59
Fuel, light and other supplies used at power house	3,122 73
Water tax	61 00
Legal expenses	69 42
Advertising, printing and office expenses	795 41
Insurance	1,549 85
Removal of snow and ice	29 71
Contingencies	1,730 84
Total operating expenses	$18,806 59

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$81,877 59
Cost of equipment	22,852 49
Current assets, as follows, vis.:	
Cash on hand	1,426 64
Open accounts	2,081 51
Supplies on hand	4,005 41
	$112,243 55

LIABILITIES.

Capital stock	$10,000 00
Funded debt	65,000 00
Current liabilities, as follows, viz.:	
Bills payable	16,029 58
Open accounts	4,125 11
Sundries, wages and supplies	1,752 31
Profit and loss (surplus)	15,336 55
	$112,243 55

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Erie railroad to First and Henley streets	1.54
Single track, branch, from Union street to Allegany	4
Total length of single track on main line and branches	5.54
Sidings on main line and branches	.62
Total length of all tracks and sidings owned	6.16

Weight of rail per yard	50 and 60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Open cars, not motors	3
Horses and mules	5
Number of motor cars	5
Schedule time making trip one way	15 minutes.
Cars are run	Every 15 and 30 min.
Rate of fare per passenger	5 -7½ cents.
Number of passengers carried in cars during year	375,637
Average number of employes (including officials) during year	21

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Superintendent	$1,080
Clerk and assistant superintendent	720

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$1 50
Drivers	12	1 80
Watchmen	12	1 00
Hostlers	10	1 50
Electrician	10	2 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN FOBES	President	Olean, N. Y.
G. H. STRONG	Secretary and Treasurer	Olean, N. Y.
JOHN FOBES	Superintendent	Olean, N. Y.

Directors of the Company.

Name.	*Residence*
THOMAS GILLIGAN	Olean, N. Y.
J. V. D. COON	Olean, N. Y.
G. H. STRONG	Olean, N. Y.
M. W. BAISE	Olean, N. Y.
JOHN FOBES	Olean, N. Y.
C. S. CAREY	Olean, N. Y.
H. C. MORRIS	Olean, N. Y.

Title of company, Olean Street Railway Company.
General offices at Olean, N Y.
Date of close of fiscal year. January 1.
Date of stockholders' annual meeting, first Tuesday in September.
For information concerning this report, address Olean Street Railway Company.

ONEIDA.

(Date of charter, May 14, 1885.)

This company was organized under chapter 252, Laws of 1884, and commenced business on the 4th of July, 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding	300	$15,000	$13,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Notes	Dec., 1894	p.c 6	Dec., 1894	$900	$900

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	.....	$11,928 03
EQUIPMENT.		
Horses	$145 00	$1,575 00
Harness	.....	119 40
Cars, other than motor cars	.....	3,441 34
Wagons, trucks, snow plows, sleighs	.....	95 00
Total cost of equipment	$145 00	$5,230 82
Grand total cost of road and equipment	$145 00	$17,158 85

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$4,844 05
Less operating expenses (excluding all taxes)		3,568 49
Gross income from all sources		$1,275 56
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$100 54	
Taxes on earnings and capital stock	59 30	
Interest on funded debt due and accrued	60 00	
		219 84
Net income from all sources		$1,055 72
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on capital stock		900 00
Surplus for year ending June 30, 1894		$155 72

General Income Account.

Surplus for year ending June 30, 1894	$155 72
Surplus up to June 30, 1893	2,497 85
Total surplus June 30, 1894	$2,653 57

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$4,763 80
Advertising	80 25
Total gross earnings	$4,844 05

OPERATING EXPENSES.

Repairs of roadbed and track	$37 43
Repairs of buildings and fixtures	23 99
Repairs of cars and other vehicles	182 73
Repairs of harness and stable equipment	20 95
Horseshoeing	134 55
Renewals of horses and mules	635 86
Provender (including expense of grinding)	300 00
Salaries of general officers and clerks	1,288 13
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	360 00
Light and fuel	35 95
Water tax	20 00
Legal expenses	51 38
Advertising, printing and office expenses	62 28
Insurance	290 10
Removal of snow and ice	10 19
Contingencies	184 95
Total operating expenses	$3,568 49

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$11,928 02
Cost of equipment	5,230 83
	$17,158 85

LIABILITIES.

Capital stock	$13,500 00
Funded debt	900 00
Current liabilities, as follows, viz.:	
Open accounts	105 28
Profit and loss (surplus)	2,653 57
	$17,158 85

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Oneida, N. Y., to West Shore railroad	1.5

Weight of rail per yard	47 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Schedule time making trip one way	15 min.
Cars are run	Every 20 minutes from each end of road.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	100,001
Average number of employes (including officials) during year	6

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Secretary and treasurer	$300 00
Superintendent	540 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per month.
Drivers	10	$37 50
Hostlers	10	30 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
W. E. NORTHRUP	President	Oneida, N. Y.
H. C. STONE	Secretary and Treasurer	Oneida, N. Y.
GEO. LEGGETT	Superintendent	Oneida, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN J. HODGE	Oneida, N. Y.
SEYMOUR HARVEY	Oneida, N. Y.
W. E. NORTHRUP	Oneida, N. Y.
MRS. N. A STONE	Oneida, N. Y.
E. J. BROWN	Oneida, N. Y.
E. E. COON	Oneida, N. Y.
A. B. FRENCH	Oneida, N. Y.
H. C. STONE	Oneida, N. Y.
W. H. STONE	Pittsburg, Pa.

Title of company, Oneida Railway Company.
General offices at Oneida, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Tuesday in October.
For information concerning this report, address H. C. Stone, Secretary and Treasurer.

ONEIDA STREET (Utica).

(Date of charter, January 12, 1887.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	400	$40,000	.....
Issued for actual cash	65	$650	$650
Issued on account of construction	318	3,180	.....
Issued	17	170	.....
Total now outstanding	400	$40,000	$650

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$9,805 74
Real estate	1,5'2 00
Buildings and fixtures	26,353 43
Total cost of road	$37,671 17

EQUIPMENT.

Cars	$2,328 83
Grand total cost of road and equipment	$40,000 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$50 00
Less operating expenses (excluding all taxes)		198 75
Deficit from all sources		$148 75
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$19 08	
Taxes on earnings and capital stock	27 22	
		46 30
Deficit for year ending June 30, 1894		$195 05

General Income Account.

Deficit for year ending June 30, 1894	$195 05
Deficit up to June 30, 1893	192 85
Total deficit June 30, 1894	$387 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Leased to C. T. Pooler	$50 00

OPERATING EXPENSES.

Repairs of roadbed and track	$85 00
Advertising, printing, and office expenses	103 75
Total operating expenses	$198 75

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$37,671 17
Cost of equipment	2,328 83
Profit and loss (deficiency)	387 90
	$40,387 90

LIABILITIES.

Capital stock	$40,000 00
Deficiency paid by Wm. C. Willcox and Henry Ney	387 90
	$40,387 90

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	1.5
Sidings on main line	.07
Total length of all tracks and sidings owned	1.57

Weight of rail per yard	35 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	2
Schedule time making trip one way	30 min.
Cars are run	Every 30 min.
Rate of fare per passenger	5 cents.

Officers of the Company.

Name.	*Title.*	*Official Address*
HENRY NEY	President	Utica, N. Y.
FRANK J. CRONK	Secretary and Superintendent	Utica, N. Y.
W. C. WILLCOX	Treasurer	Utica, N. Y.

Directors of the Company.

Name.	*Residence.*
HENRY NEY	Utica, N. Y.
WM. C. WILLCOX	Utica, N. Y.
F. C. CRONK	Utica, N. Y.
THOS. J. GRIFFITH	Utica, N. Y.
HENRY M. NEY	Utica, N. Y.
DANIEL L. JONES, JR.	Brooklyn, N. Y.
ISAAC D. REYNOLDS	Brooklyn, N. Y.

Title of company, Oneida Street Railroad Company.
General offices at 69 Genesee street, Utica, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, January 12.
For information concerning this report, address Henry Ney, President.

ONEONTA.

(Date of charter, November 28, 1887.)

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	200	$20,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails	$14,892 34
Real estate	1,000 00
All other buildings and fixtures	12 15
Total cost of road	$15,904 49
EQUIPMENT.	
Horses	$1,204 00
Harness	121 47
Motor cars and fixtures	3,008 40
Wagons, trucks, snow plows, sleighs	196 00
Total cost of equipment	$4,529 87
Grand total cost of road and equipment up to June 30, 1894	$20,434 36

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$3,042 02
Less operating expenses (excluding all taxes)		4,935 45
Net deficit from operation		$1,893 43
Income from other sources, as follows, viz.:		
Tram work	$297 21	
Interest	54 62	
		351 83
Gross income from all sources		$1,541 60
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$47 58	
Taxes on earnings and capital stock	43 32	
Interest on judgments due and accrued	595 52	
		686 42
Deficit for year ending June 30, 1894		$2,228 02

General Income Account.

Deficit for year ending June 30, 1894	$2,228 02
Deficit up to June 30, 1893	13,028 69
Total deficit June 30, 1894	$15,256 71

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers		$2,640 52
From mail	$185 00	
From advertising	216 50	
		401 50
Total gross earnings		$3,042 02

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$8 20
Repairs of buildings and fixtures	27 22
Repairs of cars (not motors) and other vehicles	89 88
Repairs of harness and stable equipment	50 55
Horseshoeing	157 77
Renewals of horses and mules	65 00
Provender (including expense of grinding)	1,113 64
Salaries of general officers and clerks	1,800 00
Wages of conductors and drivers on horse cars	1,261 86
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	126 35
Light and fuel, other than at power house	94 28
Water tax	11 00
Damages to persons and property	17 50
Legal expenses	5 00
Advertising, printing and office expenses	21 95
Insurance	31 25
Contingencies	123 99
Total operating expenses	$4,985 45

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$15,904 49
Cost of equipment	4,529 87
Current assets, as follows, viz.:	
Cash on hand	68 56
Open accounts	1,500 00
Profit and loss (deficiency)	15,256 71
	$37,259 63

LIABILITIES.

Capital stock	$20,000 00
Current liabilities, as follows, viz.:	
Open accounts	5,640 00
Judgments	9,995 70
Interest accrued	1,623 93
	$37,259 63

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Greenwood cemetery to near Fonda avenue	2.25

Weight of rail per yard	35 and 38 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	3
Open cars	1
Horses	11
Number of sleighs	2
Schedule time making trip one way	30 minutes.
Cars are run	Every half hour.
Rate of fare per passenger	5 cents; 25 tickets for a dollar; 6 for 25 cents.
Average number of employes (including officials) during year	5

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS.

President $1,800.00

OTHER EMPLOYES.

	Average number of hours on duty per day	Wages per day.
Conductors	.....	$1 00
Drivers	14	1 50
Roadmen	10	1 50
Hostlers	14	1 21½

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEORGE I. WILBER	President	Oneonta, N. Y.
T. D. TALLMADGE, Jr.	Secretary, Treasurer and Superintendent,	Oneonta, N. Y.

Directors of the Company.

Name.	*Residence.*
GEORGE I. WILBER	Oneonta, N. Y.
D. F. WILBER	Oneonta, N. Y.
T. A. MORTON	Oneonta, N. Y.
D. WHIPPLE	Oneonta, N. Y.
N. N. BULL	Oneonta, N. Y.
R. REYNOLDS	Oneonta, N. Y.
L. M. GOLDSMITH	Oneonta, N. Y.

Title of company, Oneonta Street Railway Company.
General offices at Oneonta, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, Monday next preceding second Tuesday in January.
For information concerning this report, address T. D. Tallmadge, Jr., Secretary.

OSSINING ELECTRIC.

(Date of charter, April 30, 1892.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and on account of construction, and now outstanding	1,000	$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	1918	p.c. 6	June and Dec	*$100,000

* Issued on account of construction.

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$178 53
Electric appliances pertaining to road and superstructure	307 87
Right of way, incidentals	235 62
Buildings and fixtures, exclusively used for electric purposes	1,628 53
Road built and equipped by contract	200,000 00
Total cost of road	$202,345 55
EQUIPMENT.	
Motor cars and fixtures	$2,075 15
Grand total cost of road and equipment	$204,420 70

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$22,092 95
Less operating expenses (excluding all taxes)		20,483 99
Gross income from all sources		$1,608 96
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$159 28	
Taxes on earnings and capital stock	110 47	
Interest on funded debt due and accrued	3,500 00	
Interest on loan account of construction	153 98	
		3,923 73
Deficit for year ending June 30, 1894		$2,314 77

General Income Account.

Deficit for year ending June 30, 1894	$2,314 77
Deficit up to June 30, 1893	2,781 78
Total deficit June 30, 1894	$5,096 55

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$21,612 44
Sundry sources	480 51
Total gross earnings	$22,092 95
OPERATING EXPENSES.	
Repairs of roadbed and track	$382 42
Repairs of buildings and fixtures	98 81
Repairs and renewals of cars, motors and other vehicles	1,712 55
Wages of conductors and motormen	7,284 13
Wages of engineer, firemen and other employes at power house	4,622 00
Fuel, light and other supplies used at power house	5,321 50
Legal expenses	161 28
Advertising, printing and office expenses	189 38
Removal of snow and ice	63 20
Oil and waste	244 10
Overhead work	8 03
Incidentals	401 59
Total operating expenses	$20,483 99

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$202,345 55
Cost of equipment	2,075 15
Current assets, as follows, viz.:	
Cash on hand	235 59
Bills receivable	11 16
Profit and loss (deficiency)	5,096 55
	$209,764 00

LIABILITIES.

Capital stock	
Funded debt	
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	
Bills payable	33,500 0
	6,264 0

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

Single track, main line, from New York Central Depot to camp-meeting grounds

Single track, branch, from Post-office on Spring street to Sparta H.

Total length of single track on main line and branches

Weight of rail per yard

Gauge of track

Number of box cars, not motors

Number of motor cars

Number of passenger cars

Number of passengers carried in cars during year

Average number of employees (including officers) during year

Salaries, Wages, Etc., of Officers and Other Employees.

SALARIES AND WAGES.

Superintendent	
Clerk	

TRAIN REPORT.

	Average number of hours per day	Wages per day
Conductors		
Motormen		
Watchmen		
Engineers		
Signalers		

MOTORS.

	Number.	Miles.	Tons
Passengers			

Officers of the Company.

Name.	Title.	Office address.
	President	
	Secretary	
	Treasurer	
	Superintendent	

Directors of the Company.

Name.	Residence.

Title of company, Ossining Electric Railway Company.
General office at Sing Sing, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in April.
For information concerning this report, address Abram S. Underhill, President.

OSWEGO.

(Date of charter, May 7, 1885.)

For history of organization, etc., see Report of 1892.

Capital Stock add Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,500	$125,000	.....
Issued for actual cash	400	$20,000	$19,685
Issued on account of construction	2,100	105,000	.....
Total now outstanding	2,500	$125,000	$19,685

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
Bond and mortgage	Oct. 1, 1911	p. c. 6	Apr. 1 & Oct. 1	$125,000

Cost of Road and Equipment

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$7,621 59	$21,733 45
Electric appliances pertaining to road and superstructure	290 12	737 33
Real estate	40 00	652 00
Buildings and fixtures	612 00	3,945 03
Interest and discount charged to construction	224 63	487 43
Road built by contract	.....	205,000 00
Total cost of road	$8,788 34	$231,855 23
EQUIPMENT.		
Cars, other than motor cars	.....	$4,027 30
Motor cars and fixtures	$2,942 97	13,095 49
Wagons, trucks, snow plows, sleighs	25 00	2,321 76
Total cost of equipment	$2,967 97	$19,444 55
Grand total cost of road and equipment	$11,756 31	$251,299 78

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$21,952 54
Less operating expenses (excluding all taxes)		13,981 25
Gross income from all sources		$7,971 29
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$180 75	
Taxes on earnings and capital stock	161 12	
Taxes other than above	18 75	
Interest on funded debt due and accrued	8,819 47	
		9,180 09
Surplus for year ending June 30, 1894		$1,208 80

General Income Account.

Deficit for year ending June 30, 1894	$1,208 80
Deficit up to June 30, 1893	8,952 09
Total deficit June 30, 1894	$10,160 89

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$21,952 54

OPERATING EXPENSES.

Repairs of roadbed and track	$1,175 34
Repairs of buildings and fixtures	4 25
Repairs and renewals of cars, motors and other vehicles	1,146 30
Salaries of general officers and clerks	482 08
Wages of conductors and motormen	5,514 30
Wages of watchmen, starters, switchmen, roadmen, etc	1,651 41
Light and fuel, other than at power house	59 13
Water tax	14 10
Damages to persons and property	214 37
Legal expenses	569 00
Advertising, printing and office expenses	274 12
Insurance	384 71
Removal of snow and ice	55 06
Contingencies	109 72
Tools, etc	317 12
Power	2,000 00
Total operating expenses	$13,981 25

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$281,855 23
Cost of equipment	19,444 55
Current assets, as follows, viz.:	
Cash on hand	838 54
Open accounts	137 15
Unpaid capital stock	315 00
Profit and loss (deficiency)	10,160 89
	$312,741 36

LIABILITIES.

Capital stock	$125,000 00
Funded debt	125,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	1,875 00
Bills payable	10,866 36
	$262,741 36

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from East Albany and Fourth street to city line, Bridge street, west	1.974
Single track, branch, from East Tenth and bridge to East Fourth and Bridge street	.493
Single track, branch, from west city line to Boulevard	.149
Single track, branch, from West Seneca street and Fifth avenue to West Bridge street	.446
Single track, branch, from West Bridge and First streets to West Fifth and Erie streets	.695
Sidings on main line and branches	.56
Total length of all tracks and sidings owned	3.812

Weight of rail per yard	45,52 and 70 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	7
Open cars, not motors	5
Number of motor cars	7
Cars are run every	8 minutes.
Rate of fare per passenger	4 and 5 cents.
Number of passengers carried in cars during year about	439,050
Average number of employes (including officials) during year	28

Wages of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$1 00
Motormen	12	1 15
Watchmen	12	1 15
Switchmen	12	1 15
Firemen	12	1 15
Superintendent	13	1 45

Officers of the Company.

Name.	*Title.*	*Official Address.*
MAITLAND E. GRAVES	President	Oswego, N. Y.
M. MCGOWAN	Secretary and Treasurer	Oswego, N. Y.
F. E. PRITCHARD	Superintendent	Oswego, N. Y.

Directors of the Company.

Name.	*Residence.*
MAITLAND E. GRAVES	Oswego, N. Y.
LAURANCE CLANCY	Oswego, N. Y.
BOARDMAN C. FROST	Oswego, N. Y.
THOMAS PEARSON	Oswego, N. Y.
MICHAEL MCGOWAN	Oswego, N. Y.
FRANCIS J. CALLENAN	New York city.
H B. BUEL	Syracuse, N. Y.
EDGAR A. VAN HORN	Oswego, N. Y.
L. W. CHURCHILL	Oswego, N. Y.

Title of company, Oswego Street Railway Company.
General offices at Oswego, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Monday in April.
For information concerning this report, address M. McGowan, Treasurer.

PELHAM PARK.

(Date of charter, August 30, 1884.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding
Authorized by law or charter	2,000	$50,000	.....
Issued for actual cash	500	$12,500	$1,250
Issued on account of construction	1,500	37,500	.....
Total now outstanding	2,000	$50,000	$1,250

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	April 1, 1907	p. c. 6	April and Oct.	$38,000	$36,573

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$115 32	$33,681 75
Right of way	.....	4,985 33
Real estate	96 00	2,532 23
All other buildings and fixtures	30 33	467 08
Interest and discount charged to construction	.....	2,565 71
Total cost of road	$241 65	$44,231 95
EQUIPMENT.		
Horses	.....	$3,948 90
Harness	.....	255 84
Cars	.....	5,474 38
Wagons, trucks and snow plows, sleighs	.....	670 18
Total cost of equipment	.....	$9,649 20
Grand total cost of road and equipment	$241 65	$53,881 15

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Roadbed	$115 32
Real estate	96 00
Buildings and fixtures	30 33
Total	$241 65

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$10,590 74
Less operating expenses (excluding all taxes)		8,760 70
Net earnings from operation		$1,830 04
Income from other sources, as follows, viz.:		
Interest		228 84
Sale of salt		2 40
Gross income from all sources		$2,061 28
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$197 23	
Taxes on earnings and capital stock	71 62	
Taxes other than above	81 97	
Interest on funded debt due and accrued	2,280 00	
Interest payable	788 01	
		3,418 83
Deficit for year ending June 30, 1894		$1,357 55

General Income Account.

Deficit for year ending June 30, 1894	$1,357 55
Deficit up to June 30, 1893	110 35
Total deficit June 30, 1894	$1,467 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$10,575 74
Advertising	15 00
Total gross earnings	$10,590 74

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$2 63
Repairs of all other buildings and fixtures	62 74
Repairs of cars and other vehicles	239 42
Repairs of harness and stable equipment	98 55
Horseshoeing	350 25
Renewals of horses and mules	270 00
Provender (inc uding expense of grinding)	2,135 77
Salaries of general officers and clerks	988 05
Wages of conductors and drivers on horse cars	2,769 44
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	729 25
Light and fuel	55 65
Water tax	87 50
Advertising, printing and office expenses	185 83
Insurance	365 16
Removal of snow and ice	34 65
Contingencies	536 21
Total operating expenses	$8,760 70

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$44,231 95
Cost of equipment		9,649 20
Other permanent investments, as follows, viz.:		
Stocks and bonds City Island Railroad Company		40,126 17
Current assets, as follows, viz.:		
Cash on hand	$827 79	
Open accounts	2,796 93	
Supplies on hand	239 20	
		3,863 92
Profit and loss (deficiency)		1,467 90
		$99,339 14

LIABILITIES.

Capital stock		$50,000 00
Funded debt		38,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$570 00	
Dividends unpaid	50 00	
Bills payable	10,200 00	
Open accounts	519 14	
		11,339 14
		$99,339 14

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Barton to Marshalls	1.4
Sidings on main line and branches	.1
Total length of all tracks and sidings owned	1.5
Length of railways actually leased and operated by this company, as follows:	
Single track from Marshalls to City Island	1.8
Second track and sidings	.2
Total length of all tracks and sidings leased	2
Grand total length of all tracks and sidings owned and leased	3.5

Weight of rail per yard	30 to 57 lbs.
Gauge of track	3 ft. 6 in.
Number of box cars	6
Open cars	2
Horses and mules	16
Schedule time making trip one way	30 minutes.
All cars run	Every hour.
Rate of fare per passenger	2½ to 5 cts.
Average number of employes (including officials) during year	6

Salaries, Wages, Etc., of Officers, Clerks and Other Employes.

OFFICER.

Superintendent	$938 05

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Drivers	8 to 12	$1 50 to $1 75
Hostlers	15	1 50 to 1 75

Officers of the Company.

Name.	*Title.*	*Official Address.*
HENRY D. CAREY	President	16 Exchange place, N. Y. city.
E. N. ANABLE	Secretary and Treasurer	16 Exchange place, N. Y. city.
JESSE TITUS	Superintendent	City Island, N. Y.

Directors of the Company.

Name.	*Residence.*
ELIPHALET NOTT ANABLE	New York city.
LELAND C. BACON	New York city.
M. R. CROW	New York city.
HENRY D CAREY	City Island, N. Y.
W. R. LAMBERTON	Saybrook, Conn.
HOWARD NOTT PORTER	New Rochelle, N. Y.
INGLIS STUART	New York city.

Title of company, Pelham Park Railroad Company.
General offices at City Island, N. Y.; branch, 16 Exchange place, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Wednesday in June.
For information concerning this report, address Pelham Park Railroad Company, 16 Exchange place, New York city.

PEOPLE'S (Syracuse).

(Date of charter, April 22, 1887.)

On May 1, 1894, the Syracuse Street Railroad Company took possession of the property of the People's Railroad Company under perpetual lease.

This report is of the operations of the road for the ten months ending April 30, 1894.

Operations for May and June, 1894, included in report of Syracuse Street Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	10,000	$1,000,000	.....
Issued for actual cash	3,000	$300,000	$620
Issued on account of construction	7,000	700,000	.....
Total now outstanding	10,000	$1,000,000	$620

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p.c.			
First mortgage bonds	1921	5	Jan. and July	$750,000 00	$750,000 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during ten months ending April 30, 1894.	Total cost of road and equipment up to April 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances, pertaining to road and superstructure	$8,040 89	$56,612 29
Electric appliances pertaining to road and superstructure	33,118 75	43,266 76
Right of way	.....	4,600 00
Real estate	.....	4,095 00
All other buildings and fixtures	154 25	16,289 47
Interest and discount charged to construction	1,699 49	7,170 23
Road built by contract	.....	628,050 00
Purchase of constructed road	.....	1,100,403 57
Total cost of road	$43,012 88	$1,860,397 31
EQUIPMENT.		
Horses	.....	$4,691 56
Harness	$14 50	598 48
Cars, other than motor cars	.....	8,920 15
Motor cars and fixtures	37,777 61	37,777 61
Wagons, trucks, snow plows, sleighs	142 00	450 50
Total cost of equipment	$37,934 11	$52,464 30
Grand total cost of road and equipment to April 30, 1894	$80,946 99	$1,912,761 41

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New bridge over "side cut," North Salina street	$911 80
Portable crossovers, railroad crossings, etc	1,677 66
Three-fourths mile second track, "Elmwood"	1,557 20
Paving	3,368 53
Grading South avenue for paving and new track	495 20
Electrical appliances, change of motive power, road and superstructure	33,118 75
Generators, motors, machinery, etc	35,777 61
Two car bodies	2,000 00
Harness	14 50
Wagons and sleigh	142 00
Additions to buildings	154 25
Interest charged to construction	1,699 49
Totals	$80,946 99

Income Account for Ten Months Ending April 30, 1894.

Gross earnings from operation		$123,034 39
Less operating expenses (excluding all taxes)		87,573 68
Net earnings from operation		$35,460 71
Income from other sources, as follows, viz.:		
Rent	$49 00	
Material sold	10 00	
		59 00
Gross income from all sources		$35,519 71
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$4,064 84	
Taxes on earnings and capital stock	1,102 62	
Taxes other than above	44 17	
Interest on funded debt due and accrued	30,666 67	
		35,878 30
Deficit for ten months ending April 30, 1894		$358 59

General Income Account.

Deficit for ten months ending April 30, 1894	$358 59
Surplus up to June 30, 1893	6,051 46
Total surplus April 30, 1894	$5,692 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$122,134 39
Advertising	900 00
Total gross earnings	$123,034 39

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$563 08
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	1,643 44
Repairs of buildings and fixtures, exclusively used for mechanical power	12 60
Repairs of all other buildings and fixtures	110 19
Repairs of cars (not motors) and other vehicles	380 30
Repairs of motor cars and fixtures	4,749 71
Repairs of harness and stable equipment	386 17
Horseshoeing	2,427 94
Electric power	9,711 27
Provender (including expense of grinding)	12,947 66
Salaries of general officers and clerks	5,483 80
Wages of conductors and drivers on horse cars	19,359 29
Wages of conductors and motormen on cars propelled by mechanical traction	10,084 87
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	13,801 97
Light and fuel, other than at power house	1,539 65
Water tax	216 29
Damages to persons and property	237 10
Legal expenses	80 00
Advertising, printing and office expenses	655 84
Insurance	2,474 51
Removal of snow and ice	241 83
Contingencies	1,173 22
Total operating expenses	$87,573 68

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$1,912,761 41
Current assets, as follows, viz.:	
Bills receivable	900 00
Open accounts	17,748 58
	$1,931,409 98

LIABILITIES.

Capital stock	$1,000,000 00
Funded debt	750,000 00
Current liabilities, as follows, viz.:	
Bills payable	40,111 53
Open accounts	135,605 53
Profit and loss (surplus)	5,692 87
	$1,931,409 98

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Fifth, North and Wolf streets to Onondaga Valley	6.667
Single track, main line, from Lake to Brighton	4.218
Single track, branch, from James and Warren streets to Salina street	.056
Single track, branch, from Salina street to Oakwood	.337
Single track, branch, from Salina street to Third North	.607
Total length of single track on main line and branches	11.885
Second track on main line and branches	8.968
Sidings on main line and branches	.845
Total length of all tracks and sidings owned	21.698

Weight of rail per yard	47 to 90 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	21
Number of open cars, not motors	33
Horses and mules	152
Number of motor cars	17
Schedule time making trip one way	35 and 40 min.
Cars are run	Every 7 and 10 min.
Rate of fare per passenger	5 cents
Number of passengers carried in cars during ten months	2,508,658
Average number of employes (including officials) during year	135

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers and clerks	$5,483 80

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11½	$1 48
Drivers and motormen	11½	1 48
Watchmen	12	1 40
Roadmen	10	1 25
Hostlers	11	1 25

ACCIDENTS.	Injured.
Passengers	5
Employes	2
Others	3
Total	10

Officers of the Company.

Name.	*Title.*	*Official Address.*
A. M. PALMER	President	Syracuse, N. Y.
H. H. DURR	Secretary	Utica, N. Y.
F. W. BARKER	Treasurer	Syracuse, N. Y.
J. H. MOFFITT	General Manager	Syracuse, N. Y.

Directors of the Company.

Name.	*Residence.*
W. R. KIMBALL	Syracuse, N. Y.
W. P. GANNON	Syracuse, N. Y.
A. N. PALMER	Syracuse, N. Y.
J. R. SWAN	Utica, N. Y.
C. H. CHILDS	Utica, N. Y.
A. T. GOODWIN	Utica, N. Y.
F. J. CALLANEN	Utica, N. Y.
THOMAS HUNTER	Utica, N. Y.
F. W. BARKER	Syracuse, N. Y.

Title of company, The People's Railroad Company.
General offices at Syracuse, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address F. W. Barker, Treasurer.

PORT RICHMOND AND PROHIBITION PARK ELECTRIC.

(Date of charter, December 4, 1891.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	1,000	$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bond	1917	p. c. 6	June and Dec.	$75,000

Cost of Road and Equipment.

Grand total cost of road and equipment up to June 30, 1894	$176,581 59

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$9,285 57
Less operating expenses (excluding all taxes)	13,560 38
Net loss from operation	$4,274 81

Other charges, as follows, viz.:

Taxes on property used in operation of road	$400 40	
Taxes on earnings and capital stock	48 12	
Interest on funded debt due and accrued	4,500 00	
		$4,948 52
Deficit for year ending June 30, 1894		$9,223 33

General Income Account.

Deficit for year ending June 30, 1894	$9,223 33
Deficit up to June 30, 1893	16,819 82
Total deficit June 30, 1894	$26,043 15

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$9,285 57

OPERATING EXPENSES.

Repairs of roadbed and track	$14 35
Repairs of buildings and fixtures	11 00
Repairs and renewals of cars, motors and other vehicles	2,170 91
Salaries of general officers and clerks	1,668 00
Wages of conductors and motormen	3,354 72
Wages of engineer, firemen and other employes at power house	2,360 32
Wages of watchmen, starters, switchmen, roadmen, etc	488 25
Light and fuel other than at power house	11 68
Fuel, light and other supplies used at power house	1,971 27
Water tax	192 00
Damages to persons and property	27 61
Advertising, printing and office expenses	171 03
Insurance	378 75
Removal of snow and ice	107 90
Contingencies	454 24
Repairs to line	35 00
Repairs to engine, dynamo, etc	143 35
Total operating expenses	$13,560 38

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment		$176,581 59
Current assets, as follows, viz.:		
Cash on hand	$276 64	
Sundries	29 25	
		305 89
Profit and loss (deficiency)		26,043 15
		$202,930 63

LIABILITIES.

Capital stock		$100,000 00
Funded debt		75,000 00
Current liabilities, as follows, viz.:		
Bills payable	$987 95	
Open accounts	26,941 68	
		27,930 63
		$202,930 63

Characteristics of Road, Equipment, Etc.

	Miles.
Length of railway owned by company, as follows:	
Single track, main line, from shore road in Port Richmond to Prohibition park	1.443
Sidings on main line and branches, turnouts	.23
Total length of all tracks and sidings owned	1.673

Weight of rail per yard	50 lbs.
Gauge of track	4 ft. 8½ in.
Open cars	5
Number of motor cars	5
Schedule time making trip one way	13 min.
Cars are run at different hours	Every 15, 20 and 30 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	165,935
Average number of employes (including officials) during year	12

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.

Superintendent	$1,500

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day of twelve hours.
Conductors	15	$1 50
Drivers	15	1 50
Watchmen	12	1 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
C. A. STARBUCK	President	New York city.
R. C. VILAS	Secretary and Treasurer	New York city.
HENRY C. VILAS	Superintendent	Port Richmond, N. Y.

Directors of the Company.

Name.	*Residence.*
J. C. THOMPSON	New York city.
C. A. STARBUCK	New York city.
R. C. VILAS	New York city.
HENRY C. VILAS	Port Richmond, N. Y.
J. K. FUNK	Brooklyn, N. Y.
A. S. BACON	Brooklyn, N. Y.
C. H. CHAFFEE	New York city.
CHARLES E. LEECH	New York city.
F. G. ELY	New York city.

Title of company, Port Richmond and Prohibition Park Electric Railroad Company.
General offices at Port Richmond, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address Henry C. Vilas, Superintendent.

ROCHESTER.

(Date of charter, February 25, 1890.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	50,000	$5,000,000	.....
Issued for actual cash	3,500	$350,000	$350,000
Issued on account of construction and in exchange, as per report, 1890	40,000	4,000,000	.....
Issued on account of construction	6,500	650,000	.....
Total now outstanding	50,000	$5,000,000	$350,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c			
Mortgage bonds	Oct. 1, 1895	7	Apr. & Oct.	$200,000	$172,000
Mortgage bonds	Jan. 1, 1902	6	Jan. & July	500,000	500,000
Mortgage bonds	Apr. 1, 1919	6	April & Oct.	175,000	175,000
Consolidated mortgage bonds	Apr. 1, 1930	5	April & Oct.	2,000,000	2,000,000
Debenture bonds	Mar. 1, 1911	6	Mar. & Sept.	600,000	543,390
Second mortgage bonds	Dec. 1, 1933	5	June & Dec.	507,000	405,600
Total				$3,982,000	$3,795,990

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$106,667 30	$1,125,679 34
Electric appliances pertaining to road and superstructure	7,961 50	252,966 32
Right of way	5,150 73	67,583 26
Real estate	*10,000 00	11,108 30
Buildings and fixtures, exclusively used for electric purposes	16,884 03	315,426 73
All other buildings and fixtures	1,647 31	45,337 67
Interest and discount charged to construction	150,961 78	309,760 51
Road built by contract	.....	650,000 00
Purchase of constructed road	.....	6,175,000 00
Total cost of road	$279,272 65	$8,952,882 13
EQUIPMENT.		
Horses	*$180 00	*$41,775 69
Cars, other than motor cars	.....	*970 00
Motor cars and fixtures	92,684 35	732,189 01
Wagons, trucks, snow plows, sleighs	*713 64	12,818 44
Total cost of equipment	$91,790 71	$702,261 76
Grand total cost of road and equipment	$371,063 36	$9,655,098 89

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$753,786 97
Less operating expenses (excluding all taxes)		419,361 53
Net earnings from operation		$334,425 44
Income from other sources, as follows, viz.:		
Rents		625 05
Gross income from all sources		$335,050 49
Deductions from income, as follows, viz.:		
Taxes	$45,165 73	
Interest on funded debt due and accrued	195,487 17	
		240,652 90
Surplus for year ending June 30, 1894		$94,397 59

* Credit.

General Income Account.

Surplus for year ending June 30, 1894	$94,397 89
Surplus up to June 30, 1893	357,690 32
Total surplus June 30, 1894	$452,088 21

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$748,093 72
Advertising	5,220 85
Miscellaneous	472 40
Total gross earnings	$753,786 97

OPERATING EXPENSES.

Repairs of roadbed and track	$18,796 78
Repairs of buildings and fixtures	764 76
Repairs and renewals of cars, motors and other vehicles	39,547 89
Salaries of general officers and clerks	12,772 50
Wages of conductors and motormen	213,290 27
Wages of engineer, firemen and other employes at power house	21,336 52
Wages of watchmen, starters, switchmen, roadmen, etc	19,753 94
Light and fuel other than at power house	2,3[illegible]8 71
Fuel, light and other supplies used at power house	48,322 88
Water tax	512 15
Damages to persons and property	7,914 10
Legal expenses	2,012 08
Advertising, printing and office expenses	6,751 67
Insurance	5,400 00
Removal of snow and ice	3,426 71
Contingencies	9,748 85
Provender	1,863 70
Interest	800 00
Expenses prior to purchase of road	3,067 16
Total operating expenses	$419,361 83

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$8,952,[illegible]82 13
Cost of equipment	702,261 76
Other permanent investments, as follows, viz.:	
Stocks in other companies	171,000 00
Current assets, as follows, viz.:	
Cash on hand	4,831 18
Open accounts	12,918 99
	$9,843,844 06

LIABILITIES.

Capital stock	$5,000,000 00
Funded debt	3,932,000 00
Current liabilities, as follows, viz.:	
Tax accrued	5,358 71
Bills payable	398,706 99
Open accounts	5,690 15
Profit and loss (surplus)	452,088 21
	$9,843,844 06

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	43.97
Second track on main line and branches	32.60
Sidings on main line and branches	1.00
Total length of all tracks and sidings owned	77.57

Weight of rails per yard	40 to 100 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	20
Open cars, not motors	40
Horses and mules	22
Number of motor cars	151
Schedule time making trip one way	42 min.
Cars are run	Every 4 to 9 min.
Rate of fare per passenger:	
Adults	5 cents.
Children under 12 years	3 cents.
Number of passengers carried in cars during year	16,489,475
Average number of employes (including officials) during year	715

Salaries, Wages, Etc., of Officers and Other Employes.

[OFFICERS AND CLERKS.

General officers	$12,772 50

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	11½	$1 45 to $1 87
Starters	11	1 75 to 2 00
Watchmen	11½	1 75
Switchmen	10	1 50
Roadmen	10	1 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN N. BECKLEY	President	Rochester, N. Y.
BENJAMIN GRAHAM	Vice-President	New York city.
CHARLES A. WILLIAMS	Secretary	Rochester, N. Y.
FREDERICK P. ALLEN	Treasurer	Rochester, N. Y.
JOSEPH W. HICKS	Superintendent	Rochester, N. Y.

Directors of the Company.

Name.	*Residence.*
H SELLERS MCKEE	Pittsburg, Pa.
MURRY A. VERNER	Pittsburg, Pa.
BENJAMIN A. GRAHAM	New York city.
HORACE MAGEE	Philadelphia, Pa.
R. W. CLAY	Philadelphia, Pa.
JACOB GERLING	Rochester, N. Y.
T. DEWITT CUYLER	Philadelphia, Pa.
JOHN N. BECKLEY	Rochester, N. Y.
FREDERICK COOK	Rochester, N. Y.
WM. S. KIMBALL	Rochester, N. Y.
A. H. MCKEE	Pittsburg, Pa.
MARSENUS H. BRIGGS	Rochester, N. Y.
GEORGE W. ARCHER	Rochester, N. Y.

Title of company, Rochester Railway Company.
General offices at 267 State street, Rochester, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Tuesday in January.
For information concerning this report, address Charles A. Williams, Secretary.

ROCHESTER ELECTRIC.

(Date of charter, August, 1887.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	2,000	$200,000	$200,000 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	.....	$84,567 66
Electric appliances pertaining to road and superstructure	$1,787 41	20,319 94
Right of way	148 31	21,891 69
Real estate	.....	1,326 15
Buildings and fixtures, exclusively used for electric purposes	.....	34,928 52
All other buildings and fixtures	392 60	9,685 72
Total cost of road	$2,328 32	$172,761 70
EQUIPMENT.		
Cars, other than motor cars	$3,375 08	$19,532 29
Motor cars and fixtures	916 00	40,201 30
Total cost of equipment	$4,291 08	$59,733 59
Grand total cost of road and equipment	$6,619 35	$232,495 29

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$50,385 54
Less operating expenses (excluding all taxes)	36,567 92
Gross income from all sources	$13,817 62
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	1,567 08
Surplus for year ending June 30, 1894	$12,250 54

General Income Account.

Surplus for year ending June 30, 1894	$12,250 54
Surplus up to June 30, 1893	31,747 53
Total surplus June 30, 1894	$43,998 07

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$50,385 54

OPERATING EXPENSES.

Repairs of roadbed and track	$3,200 83
Repairs of buildings and fixtures	659 84
Repairs and renewals of cars, motors and other vehicles	3,675 50
Salaries of general officers and clerks	2,499 98
Wages of conductors and motormen	11,659 36
Wages of engineer, firemen and other employes at power house	2,720 00
Wages of watchmen, starters, switchmen, roadmen, etc	1,796 11
Light and fuel other than at power house	487 90
Fuel, light and other supplies used at power house	4,781 86
Damages to persons and property	570 80
Legal expenses	237 39
Advertising, printing and office expenses	1,504 37
Insurance	1,265 27
Removal of snow and ice	563 82
Contingencies	2,075 49
Total operating expenses	$36,567 92

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$172,76' 70
Cost of equipment	59,763 59
Other permanent investments, as follows:	
Rochester and Charlotte Turnpike Company	10,062 50
Current assets, as follows, viz:	
Cash on hand	1,410 98
	$243,998 07

LIABILITIES.

Capital stock	$200,000 00
Profit and loss (surplus)	43,198 07
	$243,998 07

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	4.63
Second track on main line and branches	4.13
Total length of all tracks and sidings owned	8.76

Weight of rail per yard	40 lbs.
Gauge of track	4 ft. 8½ in.
Open cars (not motors)	11
Number of motor cars	12
Schedule time making trip one way	25 minutes.
Cars are run	Every 5 to 25 minutes.
Rate of fare per passenger	3, 5, 8 and 10 cents.
Number of passengers carried in cars during year	718,254
Average number of employes (including officials) during year	20 to 70

Salaries, Wages, Etc., of Officers and Employes.

Officers and clerks	$2,499 98

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	10	$' 58
Roadmen	10	1 25

Officers of the Company.

Name.	*Title.*	*Official Address.*
ARTHUR LEUTCHFORD	President	Rochester, N. Y.
M. H. BRIGGS	Secretary and Treasurer	Rochester, N. Y.
C. A. DERR	Superintendent	Charlotte, N. Y.

Directors of the Company.

Name.	*Residence.*
ARTHUR LEUTCHFORD	Rochester, N. Y.
JOHN N. BECKLEY	Rochester, N. Y.
M. H. BRIGGS	Rochester, N. Y.
C. M EVEREST	Rochester, N Y.
CHAS. F. POND	Rochester, N. Y.
CHAS S. BAKER	Rochester, N. Y.
JAMES M. WHITNEY	Rochester, N. Y.
E. T. CURTIS	Rochester, N. Y.
W. C BARRY	Rochester, N. Y.
J. B. PERKINS	Rochester, N. Y.
S. STACE	Charlotte, N. Y.
H. SELLERS MCKEE	Pittsburg, Pa.
MURRAY A. VERNER	Pittsburg, Pa.

Title of company, Rochester Electric Railway Company.
General offices at Charlotte, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in June.
For information concerning this report, address M. H. Briggs, Treasurer, No. 811 Wilder building, Rochester, N. Y.

ROCHESTER AND IRONDEQUOIT.

(Date of charter, May 19, 1893.)

The Rochester and Irondequoit Railroad Company on November 1, 1893, took over the road and property of the Rochester and Lake Ontario Railway Company under lease, dated October 31, 1893, and running for and during the corporate existence of the lessor and any and all extensions. By the terms of this lease the lessee is to pay yearly 15 per cent. upon the capital stock of $65,000 of the lessor, payable in semi-annual installments on the first days of April and October. There is included in the following report the earnings of the said lessor from November 1, 1893, to and including June 30, 1894.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	10,000	$1,000,000
Issued for actual cash	258	$25,800
Issued on account of construction	3,000	300,000
Issued stock on Rochester and Lake Ontario Railway Co.	1,118	111,800
Issued Summerville and Charlotte Ferry	1,500	150,000
Issued Irondequoit Turnpike Co.	204	20,400
Issued real estate	925	92,500
Total now outstanding	7,000	$700,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding
First mortgage bonds	Oct. 1, 1933	p c 5	April & Oct.	$350,000	$350,000

Cost of Road and Equipment.

	Total cost of road and equipment u to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$211,488 84
Electric appliances pertaining to road and superstructure	40,653 09
Right of way and franchise	173,725 15
Interest and discount charged to construction	3,894 17
Total cost of road	$429,761 25
EQUIPMENT.	
Cars, other than motor cars	$4,044 28
Motor cars and fixtures	32,755 50
Total cost of equipment	$36,799 78
Grand total cost of road and equipment	$466,561 03

Income Account for Year Ending June 30, 1894.

Gross earnings from operation, Rochester and Lake Ontario Railway Company, November 1 to June 30, $10,238 48; Rochester and Irondequoit Railroad Company, operating 108 days in spring of fiscal year, $6,297.80		$16,836 28
Less operating expenses (excluding all taxes)		11,592 70
Net earnings from operation		$5,243 58
Income from other sources, as follows, viz.:		
Rents from property	$2,733 30	
Net earnings ferry	2,650 05	
Accrued dividend Rochester and Lake Ontario railway, due October 1	5,590 00	
		11,003 35
Gross income from all sources		$16,246 93
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road, on earnings and capital stock, and other taxes	$982 77	
Interest on funded debt due and accrued	4,375 00	
Rentals, Rochester and Lake Ontario railway, accrued and due October 1, 1894	6,500 00	
		11,857 77
Surplus June 30, 1894		$4,389 16

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$16,446 28
From advertising	390 00
Total gross earnings	$16,836 28
OPERATING EXPENSES.	
Repairs of roadbed and track	$1,306 12
Repairs and renewals of cars, motors and other vehicles	922 84
Salaries of general officers and clerks	1,458 50
Wages of conductors and motormen	3,782 49
Wages of watchmen, starters, switchmen, roadmen, etc	503 34
Light and fuel other than at power house	1,206 56
Water tax	85 59
Damages to persons and property	589 40
Legal expenses	190 90
Advertising, printing and office expenses	204 42
Contingencies	455 66
Power	882 88
Total operating expenses	$11,592 70

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$429,761 85
Cost of equipment	36,799 78
Other permanent investments, as follows, viz.:	
Irondequoit Turnpike Co	52,700 28
Summerville and Charlotte Ferry Co	199,429 53
Real estate	210,369 33
Stock, Rochester and Lake Ontario Railroad Co	223,300 00
Current assets, as follows, viz.:	
Cash on hand	976 50
Open accounts	3,584 49
Sundries, dividend Rochester and Lake Ontario railway accrued and due October 31, 1894	5,590 00
	$1,155,454 16

LIABILITIES.

Capital stock	$700,000 00
Funded debt	350,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	4,375 00
Bills payable	90,000 00
Open accounts	150 00
Accrued rental Rochester and Lake Ontario railway, due October 31, 1894	6,500 00
Profit and loss (surplus)	4,329 16
	$1,155,454 16

Characteristics of Road, Equipment, Etc.

	Miles.
Length of railway owned by company, as follows:	
Single track, main line, from Rochester to Summerville	9
Length of railways actually leased and operated by this company, as follows:	
Single track, from Rochester to Sea Breeze	6.046
Second track and sidings	.370
Total length of all tracks and sidings leased	6.416
Grand total length of all tracks and sidings owned and leased	15.416

Weight of rail per yard	40 to 56 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	2
Number of open cars, not motors	11
Number of motor cars	10
Number of dummies	3
Schedule time making trip one way	25 minutes.
Cars are run	Every 15 min.
Rate of fare per passenger	3, 5, 7, 10, 12, 15 cents.
Number of passengers carried in cars during year	222,557
Average number of employes (including officials) during year	30 to 50

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers	$1,458 50

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11½	$2 00
Starters	10	1 75
Watchmen	10	1 50
Switchmen	10	1 50
Roadmen	10	1 25

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. N. BECKLEY	President	Rochester, N. Y.
W. D. ELLWANGER	Secretary	Rochester, N. Y.
FREDERICK COOK	Treasurer	Rochester, N. Y.
IRA M. LUDINGTON	Superintendent	Rochester, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN N. BECKLEY	Rochester, N. Y.
FREDERICK COOK	Rochester, N. Y.
GEORGE W. ARCHER	Rochester, N. Y.
WILLIAM S. KIMBALL	Rochester, N. Y.
MAX BRICKNER	Rochester, N. Y.
HENRY C. BREWSTER	Rochester, N. Y.
WILLIAM D. ELLWANGER	Rochester, N. Y.
BERNARD DUNN	Rochester, N. Y.
FRANK S. UPTON	Rochester, N. Y.
JACOB GERLING	Rochester, N. Y.
LOUIS GREIDHEIMER	Rochester, N. Y.
FREDERICK W. SMITH	Rochester, N. Y.
MURRY A. VERNER	Pittsburg, Pa.
BENJAMIN GRAHAM	New York city.

Title of company, Rochester and Irondequoit Railroad Company.
General offices at Windsor Beach, town of Irondequoit.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in November.
For information concerning this report, address J. N. Beckley, President, 267 State street, Rochester, N. Y.

ROCKAWAY VILLAGE.

(Date of charter, March 18, 1886.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding	250	$25,000	$25,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	1901	p. c. 5	May and Nov.	*$25,000	$4,000

* Issued for construction, $20,000, and for cash, $5,000.

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Buildings and fixtures	$1,000 00
Road built by contract	48,794 22
Total cost of road	$49,794 22
EQUIPMENT.	
Harness	$694 40
Wagons, trucks, snow plows and sleighs	14 65
Total cost of equipment	$709 05
Grand total cost of road and equipment	$50,433 27

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$1,536 25
Less operating expenses (excluding all taxes)		1,154 31
Gross income from all sources		$382 94
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$6[illegible] 13	
Taxes on earnings and capital stock	9 67	
Taxes other than above	8 76	
Interest on funded debt due and accrued	1,250 00	
		1,330 56
Deficit for year ending June 30, 1894		$946 62

General Income Account.

Deficit for year ending June 30, 1894	$946 62
Deficit up to June 30, 1893	6,082 18
	$7,028 80
Adjustment of profit and loss account	442 50
Total deficit June 30, 1894	$6,586 30

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$1,536 25
OPERATING EXPENSES.	
Repairs of cars and other vehicles	$44 90
Hire of horses and mules	671 22
Wages of conductors and drivers on horse cars	248 76
Advertising, printing and office expenses	1 00
Insurance	25 00
General expenses	76 76
Contingencies	86 67
Total operating expenses	$1,154 31

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$49,794 22
Cost of equipment	709 05
Current assets, as follows, viz.:	
Cash on hand	2 86
Profit and loss (deficiency)	6,586 30
	$57,092 [illegible]

LIABILITIES.

Capital stock	$25,000 00
Funded debt	25,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	833 33
Loans	5,802 27
Sundries	386 93
	$57,022 53

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Feet.
Single track, main line, from L. I. Railroad depot to Rockaway Inlet	6,050

Weight of rail per yard	47 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	3
Open cars	2
Schedule time making trip one way	10 minutes.
Cars are run	About every half hour.
Rate of fare per passenger	5 cents.

Officers of the Company.

Name.	*Title.*	*Official Address.*
C. A. CHEEVER	President	New York city.
J. A. CHEEVER	Vice-President	New York city.
J. S. AUERBACH	Secretary	New York city.
DR. D. L. HAIGHT	Treasurer	New York city.

Directors of the Company.

Name.	*Residence*
J. A. CHEEVER	New York city.
C. A. CHEEVER	New York city.
W. A. WYNN	Far Rockaway, L. I., N. Y.
D. L. HAIGHT	New York city.
J. S. AUERBACH	New York city.
C. CUNNINGHAM	Brooklyn, N. Y.
P. DONAHUE	New York city.

Title of company, Rockaway Village Railroad Company.
General offices at 132 Nassau street, New York city
For information concerning this report, address David L. Haight, Treasurer.

ROME CITY.

(Date of charter, December 22, 1885.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	500	$50,000 00	.....
Issued for actual cash	50	$5,000 00	$5,000 00
Issued on account of construction	450	45,000 00	.....
Total now outstanding	500	$50,000 00	$5,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
*First mortgage bonds	May 1, 1917	p.c 6	May 1 and Nov. 1	$125,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Road built and equipped by contract	.....	$176,669 33
EQUIPMENT.		
Horses, harness and cars	$875 00	$1,739 50
Total cost of equipment	$875 00	$1,739 50
Grand total cost of road and equipment	$875 00	$178,408 83

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$5,558 32
Less operating expenses (excluding all taxes)		5,427 13
Net earnings from operation		$131 19
Income from other sources, as follows, viz.:		
Rent of horses	$53 15	
Rent of buildings	84 11	
		137 26
Gross income from all sources		$268 45
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$100 88	
Taxes on earnings to Railroad Commission	51 68	
Interest on funded debt due and accrued	7,500 00	
Interest and discount	94 44	
		7,747 00
Deficit for year ending June 30, 1894		$7,478 55

General Income Account.

Deficit for year ending June 30, 1894	$7,478 55
Deficit up to June 30, 1893	14,780 77
Total deficit June 30, 1894	$22,259 32

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$5,443 22
Advertising in cars	115 10
Total gross earnings	$5,558 32

*All issued for construction and equipment.

OPERATING EXPENSES.

Repairs of roadbed and track	$147 57
Repairs of buildings and fixtures	57 92
Repairs of cars and other vehicles	249 76
Repairs of harness and stable equipment	94 70
Horseshoeing	246 04
Renewals of horses	263 50
Provender (including expense of grinding)	1,463 71
Salaries of general officers and clerks	209 85
Wages of conductors and drivers on horse cars	1,335 90
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	701 44
Light and fuel other than at power house	40 92
Water tax	87 50
Damages to persons and property	100 09
Legal expenses	205 50
Advertising, printing and office expenses	106 12
Insurance	123 91
Removal of snow and ice	43 79
Total operating expenses	$5,427 13

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$178,406 33
Current assets, as follows, viz.:	
Cash on hand	269 35
Supplies on hand	268 00
Profit and loss (deficiency)	22,259 32
	$201,205 50

LIABILITIES.

Capital stock	$50,000 00
Funded debt	125,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued	23,750 00
Bills payable	1,500 00
Open accounts	655 00
	$201,205 50

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	6.70

Weight of rail per yard	28½ lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	11
Number of open cars, not motors	2
Number of horses	17
Schedule time making trip one way	20 min.
Cars are run	Every 15 and 30 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	168,864
Average number of employes (including officials) during year	6

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$1 43
Drivers	12	1 43
Hostlers	12	1 43

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN E. WARDWELL	President	Rome, N. Y.
WM. P. RAYLAND	Secretary and Treasurer	Newburgh, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN L. WARDWELL	Rome, N. Y.
A. C. KESSINGER	Rome, N. Y.
WM. R. HUNTINGTON	Rome, N. Y.
J. H. SEARLES	Rome, N. Y.
WM. L. KINGSLEY	Rome, N. Y.
JOHN D. HIGGINS	Rome, N. Y.
WM. P. RAYLAND	Newburgh, N. Y.

Title of company, Rome City Street Railway Company.
General offices at Rome, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Wednesday in April.
For information concerning this report, address Wm. P. Rayland, Secretary.

SCHENECTADY.

(Date of charter, February 25, 1886.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for franchises, rights of way, real estate, power station, car barn, etc., and now outstanding	3,000	$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount authorized.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage gold bonds	1911	p c 6	Sept & March	$500,000	$350,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Total cost of road and equipment up to June 30, 1893	$467,207 52
Buildings and fixtures, exclusively used for electric purposes, added during the year	343 63
Cars added during the year	29 52
Grand total cost of road and equipment up to June 30, 1894	$467,580 67

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$20,857 33
Less operating expenses (excluding all taxes)		19,458 42
Gross income from all sources		$1,398 91
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$577 65	
Taxes on earnings and capital stock	104 29	
Interest on funded debt due and accrued	24,635 40	
		25,317 34
Deficit for year ending June 30, 1894		$23,918 43

General Income Account.

Deficit for year ending June 30, 1894	$23,9 8 43
Surplus up to June 30, 1894	2,649 47
Total deficit June 30, 1894	$21,268 96

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$20,050 65
Miscellaneous sales	806 68
Total gross earnings	$20,857 33

OPERATING EXPENSES.

Repairs of roadbed and track	$1,669 37
Repairs of buildings and fixtures	510 28
Repairs and renewals of cars, motors and other vehicles	1,497 27
Salaries of general officers and clerks	1,671 81
Wages of conductors and motormen	5,194 44
Wages of engineer, firemen and other employes at power house	1,836 20
Wages of watchmen, starters, switchmen, roadmen, etc	8,225 48
Light and fuel other than at power house	57 20
Fuel, light and other supplies used at power house	5,900 52
Water tax	156 60
Legal expenses	20 45
Advertising, printing and office expenses	584 36
Insurance	2,277 40
Contingencies	784 97
	$31,176 85
Less amount refunded by Schenectady Illuminating Company for current used for illuminating and power purposes	11,717 93
Total operating expenses	$19,458 42

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road and equipment	$467,580 67
Other permanent investments, as follows:	
Equitable interest in capital stock of Schenectady Illuminating Company	100,000 00
Schenectady Gas Light Company, capital stock	68,000 00
Current assets, as follows, viz.:	
Cash on hand	564 27
Open accounts	13,098 40
Supplies on hand	4,583 03
Profit and loss (deficiency)	21,268 96
	$675,094 33

LIABILITIES.

Capital stock	$300,000 00
Funded debt	300,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	24,653 40
Open accounts	50,440 93
	$675,094 33

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Brandywine to Bellevue	4.23
Single track, branch, from Church street to Mohawk bridge	.30
Total length of single track on main line and branches	4.53
Second track on main line and branches	.35
Sidings on main line and branches	.35
Total length of all tracks and sidings owned	5.23

Weight of rail per yard	65 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	5
Number of motor cars	12
Schedule time making trip one way	37½ min.
Cars are run	Every 15 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	401,013
Average number of employes (including officials) during year	35

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers and clerk	$2,040 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$1 80
Motormen	12	1 80
Inspectors	12	1 80
Roadmen	10	1 35
Barnmen	10	1 50
Engineers	12	1 55
Firemen	12	1 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Employes	.....	1	1
Total	2	1	3

Title of company, Schenectady Street Railway Company.
General offices at 224 State street, Schenectady, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, second Wednesday in December.
For information concerning this report, address George W. Jones, Receiver.

SEA CLIFF INCLINED CABLE.

(Date of charter, November 27, 1885.)

Organized October 1, 1885. Certificate of incorporation filed in the Secretary of State's office November 27, 1885.

Road opened July 3, 1886. Length of road, 478 feet, running from shore and wharf to top of bluff

Operated only during summer season; motive power, stationary engine at top of bluff.

Incorporated under general act. Road opened to the public for season of 1893, May 27, and closed September 10.

In 1894 road opened June 30.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,000	$10,000 00	.....
Issued for actual cash	848	$8,480 00	$8,480 00
Issued on account of construction	100	1,000 00	1,000 00
Issued for service	2	20 00	20 00
Total now outstanding	950	$9,500 00	$9,500 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Feb. 6, 1894	p c. 4	Feb.6 & Aug.6	$3,000 00	$3,000 00

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of cable appliances, pertaining to road and superstructure	$4,684 00
Buildings and fixtures exclusively used for cable purposes	1,797 31
Interest and discount charged to construction	620 25
Total cost of road	$7,101 56
EQUIPMENT.	
Cars	$600 00
Machinery	3,900 00
Cable	378 00
Total cost of equipment	$4,878 00
Grand total cost of road and equipment	$11,979 56

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$1,376 00
Less operating expenses (excluding all taxes)	947 63
Gross income from all sources	$428 37
Deductions from income, as follows, viz.:	
Taxes	163 97
Surplus for year ending June 30, 1894	$264 40

General Income Account.

Surplus for year ending June 30, 1894	$264 40
Deficit up to June 30, 1893	2 13
Total deficit up to June 30, 1894	$262 27

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$1,376 00

OPERATING EXPENSES.

Repairs of roadbed and track, operated by mechanical traction, including cable and all other track fixtures	$50 00
Repairs of buildings and fixtures	25 08
Repairs of cars and vehicles	34 76
Wages of ticket agents	138 00
Wages of engineers and other employes at power house	261 94
Fuel, light and other supplies used at power house	225 50
Water tax	30 00
Advertising, printing and office expenses	6 35
Insurance	185 00
Total operating expenses	$947 63

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$7,101 85
Cost of equipment	4,878 00
Current assets, as follows, viz.:	
Cash on hand	15 63
Supplies on hand	25 00
	$12,020 19

LIABILITIES.

Capital stock	$9,500 00
Funded debt	2,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	40 00
Open accounts	217 22
Profit and loss (surplus)	262 27
	$12,020 19

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Feet.
Single track, main line, from shore to top of bluff	475

Weight of rail per yard	25 lbs.
Gauge of track	4 ft. 8½ in.
Open cars	2
Schedule time making trip one way	45 seconds.
Cars are run	Whenever there are passengers.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	30,189
Average number of employes (including officials) during year	3

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages.
Engineers	2	$35 per week.
Two ticket agents	10 to 12	$1 each a day

Officers of the Company.

Name.	*Title.*	*Official Address.*
J. M. OLDRIN	President	Sea Cliff, N. Y.
J. W. LANE	Vice-President	586 Atlantic ave., Brooklyn, N. Y.
A. C. DAILEY	Sec. and Treasurer	Sea Cliff, N. Y. (summer). 74 W. 85th st., N. Y. city (winter).

Directors of the Company.

Name.	*Residence.*
J. M. OLDRIN	Sea Cliff, N. Y.
J. W. LANE	586 Atlantic ave., Brooklyn, N. Y.
F. D. PEET	Thomasville, Ga.
A. C. DAILEY	74 West 5th st., New York city.
F. SHEARS	New York city.

Title of company, Sea Cliff Inclined Cable Railway Company.
General offices at Sea Cliff hotel, Sea Cliff, N. Y.
Date of close of fiscal year, September 15
Date of stockholders' annual meeting, September 27.
For information concerning this report, address A. C. Dailey.

SECOND AVENUE (New York city).

(Date of charter, January 21, 1853.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	$2,500,000 00	.....
Issued for actual cash	16,259	$1,623,900 00	$1,623,900 00
Issued for extension of bonds and legal services	2,381	238,100 00	.....
Total now outstanding	18,640	$1,862,000 00	$1,623,900 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c			
General consol. mortgage bonds	Nov 1. 1909	5	May & Nov.	$1,600,000	$1,639,627 50
Debenture bonds	Jan. 1, 1909	5	Jan. & July	300,000	297,000 00
Mortgage on real estate	.....	5	May & Nov.	60,000	60,000 00
Total				$1,960,000	$1,986,627 50

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	*$100,764 39	$2,059,240 46
Buildings and fixtures	†13,000 00	1,189,254 17
Total cost of road	$100,764 39	$3,248,494 63
EQUIPMENT.		
Horses	*$36,000 00	$316,000 00
Harness	.....	14,358 99
Cars, other than motor cars	*11,860 00	264,157 69
Wagons, trucks, snow plows, sleighs	.....	20,665 99
Total cost of equipment	*$47,860 00	$615,191 89
Grand total cost of road and equipment	*$148,624 39	$3,863,686 52

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$1,015,960 81
Less operating expenses (excluding all taxes)		794,763 80
Net earnings from operation		$221,197 01
Income from other sources, as follows, viz.:		
Dividend, Marine National Bank		2,172 70
Gross income from all sources		$223,369 71
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	$34,000 00	
Interest on funded debt due and accrued	94,597 84	
Rentals	3,286 38	
		131,884 22
Net income from all sources		$91,485 49
Payments from net income, as follows, viz.:		
Dividends declared, 4¼ per cent. on capital stock		79,135 00
Surplus for year ending June 30, 1894		$12,350 49

General Income Account.

Surplus for year ending June 30, 1894	$12,350 49
Surplus up to June 30, 1893	22,187 81
Total surplus June 30, 1894	$34,538 30

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$1,013,460 75
Advertising	2,500 06
Total gross earnings	$1,015,960 81

* These items cover disbursements used in improving the property during the last few years and charged to operating expenses or carried as floating debt. They are now charged to betterments to complete the liquidation of floating debt by proceeds of $150,000 debentures issued for that purpose, February 9, 1894.

† Credit for sale of building.

OPERATING EXPENSES.

Repairs of roadbed and track	$31,782 33
Sprinkling tracks	1,785 00
Repairs of all other buildings and fixtures	7,347 63
Repairs of cars and other vehicles	43,292 61
Whitewashing	1,649 91
Repairs of harness and stable equipment	9,356 95
Horseshoeing	19,182 33
Renewals of horses and mules	58,538 00
Provender (including expense of grinding)	158,779 66
Salaries of general officers and clerks	22,294 98
Wages of conductors and drivers	268,219 75
Detective services	3,656 80
Interest	1,588 40
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	130,558 66
Light and fuel	5,460 38
Accident insurance	357 71
Water tax	2,169 90
Damages to persons and property	13,789 94
Legal expenses	7,341 17
Advertising, printing and office expenses	1,894 72
Insurance	6,435 00
Contingencies	4,303 92
Total operating expenses	$794,763 80

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$3,248,494 68
Cost of equipment		615,191 89
Current assets, as follows, viz.:		
Cash on hand	$37,940 23	
Open accounts	7,281 86	
		45,222 09
		$3,908,908 61

LIABILITIES.

Capital stock		$1,862,000 00
Funded debt		1,960,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$21,333 34	
Open accounts	22,908 43	
Sundries	8,128 54	
		52,370 31
Profit and loss (surplus)		34,538 31
		$3,908,908 61

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles, about.
Single track, main line, from Harlem river to Peck slip	8
Single track, branch, from Worth street, Astor place and Eighty-sixth street to Ninety-second street ferry	2
Single track, branch, from Harlem river to Fifty-ninth street and First avenue	3.5
Total length of single track on main line and branches	13.5
Second track on main line and branches	13.5
Sidings on main line and branches	1
Total length of all tracks and sidings owned	28

Length of railways actually leased and operated by this company, as follows:	
Single track from Peck slip to Fulton ferry	.50
Single track from First to Second avenue on Fifty-ninth street	.06
Total length of single track leased	.56
Second track and sidings	.56
Total length of all tracks and sidings leased	1.12
Grand total length of all tracks and sidings owned and leased	29.12

Cost of Road and Equipment.

ROAD.	Additions o betterme during y ending 30,
Roadbed, superstructure and rails	
Buildings and fixtures	
Total cost of road	
EQUIPMENT.	
Horses	
Harness	
Cars, other than motor cars	
Wagons, trucks, snow plows, sleighs	
Total cost of equipment	
Grand total cost of road and equipment	

Income Account for Y

Gross earnings from operation
Less operating expenses (excluding all ta

Net earnings from operation

Income from other sources, as foll
Dividend, Marine National Bank

Gross income from all sources

Deductions from income, as
Taxes on property used in oper
tal stock, and all other taxe
Interest on funded debt due
Rentals

Net income from all

Payments from ne
Dividends declared,

Surplus for ye

Surplus for
Surplus up

Tot

	ured.	Killed.	Total.
.....	8	8	11

s of the Company.

		Official Address.
	esident	Second ave., cor. Ninety-sixth st., N. Y. city.
	Vice-President	Second ave., cor. Ninety-sixth st., N. Y. city.
	Secretary	Second ave., cor. Ninety-sixth st., N. Y. city.
	Treasurer	Second ave., cor. Ninety-sixth st., N. Y. city.

Directors of the Company.

	Residence.
S. HART	New York city.
F. COX	New York city.
KNOX	New York city.
C. SMITH	Brooklyn, N. Y.
BRENNEMAN	New York city.
C. ROGERS	New York city.
MERRILL	New York city.
E. PECK	New York city.
A. ANTHONY	New York city.
E. WELLES	New York city.
A. MIDDLEBROOK	New York city.
A. ANDREWS	New York city.
C. WHITE	New York city.

Title of company, Second Avenue Railroad Company.
General office at Second avenue and Ninety-sixth street, New York city.
Date of close of fiscal year, April first.
Date of stockholders' annual meeting, first Monday in April.
For information concerning this report, address John B. Underhill, Secretary.

SIXTH AVENUE (New York city).

LESSOR.

— HOUSTON, WEST STREET AND PAVONIA FERRY.

r agreement by Metropolitan Street.

of charter, September 6, 1851.)

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port of 1893.

ia Ferry Railroad Company on March 12, 1892, for
tal stock of $2,000,000.
npany for consolidation, etc.

ok.

of	Total par value.	Cash realized on amount outstanding.
0,000	$2,000,000	$2,000,000

oad and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
ture and rails	$621,605 64
	849,660 28
cost of road	$1,471,265 92

EQUIPMENT.

Horses and harness	$187,601 21
Cars	234,266 15
Total cost of equipment	$421,867 36
Grand total cost of road and equipment	$1,893,133 28

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Rentals, interest, etc		$171,685 29
Payments from net income, as follows, viz.:		
July 1, 1893	$40,000 00	
October 2, 1893	100,000 00	
January 2, 1894	40,000 00	
April 2, 1894	40,000 00	
		220,000 00
Deficit for year ending June 30, 1894		$48,314 71

General Income Account.

Deficit for year ending June 30, 1894		$48,314 71
Surplus up to June 30, 1893	$155,482 52	
Received from settlement of various suits	68,632 57	
		224,115 09
Total surplus June 30, 1894		$175,800 38

Weight of rail per yard	60 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	173
Open cars, not motors	186
Horses and mules	1,977
Schedule time making trip one way	1 hour, 20 min.
Cars are run	Every 1 to 5 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	20,269,215
Average number of employes (including officials) during year	615

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS AND CLERKS.

President, vice-president, secretary, treasurer, receivers and clerks	$22,294 98

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$2 00
Drivers	11	2 00
Starters	10	$2 00 to 2 50
Watchmen	12	1 75
Switchmen	11	1 75
Roadmen	11	1 75
Hostlers	10	1 75
Hill boys	10	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	3	11

Officers of the Company.

Name.	*Title.*	*Official Address*
GEORGE S. HART	President	Second ave., cor. Ninety-sixth st., N. Y. city.
CHARLES F COX	Vice-President	Second ave., cor. Ninety-sixth st., N. Y. city.
JOHN B. UNDERHILL	Secretary	Second ave., cor. Ninety-sixth st., N. Y. city.
HENRY E. DOREMUS	Treasurer	Second ave., cor. Ninety-sixth st., N. Y. city.

Directors of the Company.

Name.	*Residence.*
GEORGE S. HART	New York city.
CHARLES F. COX	New York city.
SAMUEL KNOX	New York city.
EDWARD C. SMITH	Brooklyn, N. Y.
CHARLES BRENNEMAN	New York city.
NOAH C. ROGERS	New York city.
PAYSON MERRILL	New York city.
WILLIAM E. PECK	New York city.
RICHARD A. ANTHONY	New York city.
CHARLES E. WELLES	New York city.
GEORGE A. MIDDLEBROOK	New York city.
CONSTANT A. ANDREWS	New York city.
EDWARD C. WHITE	New York city.

Title of company, Second Avenue Railroad Company.
General office at Second avenue and Ninety-sixth street, New York city.
Date of close of fiscal year, April first.
Date of stockholders' annual meeting, first Monday in April.
For information concerning this report, address John B. Underhill, Secretary.

SIXTH AVENUE (New York city).

LESSOR.

LESSEE — HOUSTON, WEST STREET AND PAVONIA FERRY.

Lease now held under merger agreement by Metropolitan Street.

(Date of charter, September 6, 1851.)

For history of organization, etc., see Report of 1892.

Leased to Houston, West Street and Pavonia Ferry Railroad Company on March 12, 1892, for 800 years. Terms, 7 per cent. dividend on capital stock of $2,000,000.
See report of Metropolitan Street Railway Company for consolidation, etc.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	20,000	$2,000,000	$2,000,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$621,605 64
Real estate	849,660 28
Total cost of road	$1,471,265 92
EQUIPMENT.	
Horses and harness	$187,601 21
Cars	234,266 15
Total cost of equipment	$421,867 36
Grand total cost of road and equipment	$1,893,133 28

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:		
Rentals, interest, etc		$171,685 29
Payments from net income, as follows, viz.:		
July 1, 1893	$40,000 00	
October 2, 1893	100,000 00	
January 2, 1894	40,000 00	
April 2, 1894	40,000 00	
		220,000 00
Deficit for year ending June 30, 1894		$48,314 71

General Income Account.

Deficit for year ending June 30, 1894		$48,314 71
Surplus up to June 30, 1893	$155,482 52	
Received from settlement of various suits	68,632 57	
		224,115 09
Total surplus June 30, 1894		$175,800 38

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$1,471,265 92
Cost of equipment	421,867 36
Other permanent investments	4,800 00
Current assets, as follows, viz.:	
Cash on hand	26,711 10
Open accounts	36,250 00
Real estate, bond and mortgage	225,000 00
	$2,185,894 38

LIABILITIES.

Capital stock	$2,000,000 00
Current liabilities, as follows, viz.:	
Open accounts	10,094 00
Profit and loss (surplus)	175,800 38
	$2,185,894 38

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Fifty-ninth street to Canal and Varick streets	3.44
Second track on main line and branches	3.44
Sidings on main line and branches	.75
Total length of all tracks and sidings owned	7.63

Length of railways owned by this company in common with Eighth Avenue Railroad Company, as follows:	
Single track from Canal and Varick sts. to Broadway at Canal	1.12
Single track from Canal and Varick sts. to Broadway at Vesey	1.12
Total length of single track leased	2.24
Grand total length of all tracks and sidings owned and leased	9.87

Officers of the Company.

Name.	*Title.*	*Official Address.*
FRANK CURTISS	President	756 Sixth avenue, New York city.
E. H. GARRISON	Secretary and Treasurer	756 Sixth avenue, New York city.

Directors of the Company.

Name.	*Residence.*
HENRY DEMAREST	New York city.
ALBERT W. GREEN	New York city.
THEO. E. MACY	New York city.
HENRY S. MOORE	White Plains, N. Y.
FRANK CURTISS	New York city.
SAMUEL THORNE	New York city.
F. P. OLCOTT	New York city.
EDWARD WESTON	New York city.
WM. CARPENDER	New York city.
GEO. N. CURTIS	New York city.
JOHN E. ALEXANDRE	New York city.
FREDERICK A. GANS	New York city.
RICHARD MORTIMER	New York city.

Title of company, The Sixth Avenue Railroad Company.
General offices at 756 Sixth avenue, New York city.
Date of stockholders' annual meeting, second Tuesday of February.
For information concerning this report, address E. H. Garrison, Treasurer.

STATEN ISLAND MIDLAND.

(Date of charter, May, 18, 1884.)

The Richmond County Railroad Company was created by an act of the Legislature of the State of New York May 8, 1884; was sued by virtue of a certain mortgage executed by said corporation to the Union Trust Company of New York, dated June 1, 1885. The purchasers of said road were Wm. O. Ross and Joseph N. Tuttle, who, for the purpose of operating the road, organized the Staten Island Midland Railroad Company, which company is to-day operating said road.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Issued for actual cash, on account of construction and now outstanding	550	$55,000	$55,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	Dec. 1, 1920	p.c. 5	Dec. 1 & June 1	$55,000

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$102,800 00
EQUIPMENT.	
Horses	$3,400 00
Harness	400 00
Cars, other than motors	3,000 00
Wagons, trucks, snow plows, sleighs	400 00
Total cost of equipment	$7,200 00
Grand total cost of road and equipment	$110,000 00

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$3,650 00
Less operating expenses (excluding all taxes)	3,650 00

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road and equipment	$110,000 00
LIABILITIES.	
Capital stock	$55,000 00
Funded debt	55,000 00
	$110,000 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Stapleton to Concord	2.5
Single track, branch, from West Brighton to Eckstein's brewery	3.5
Total length of single track on main line and branches	6

Weight of rail per yard	47 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	6

Officers of the Company.

Name.	*Title.*	*Official Address.*
NATHANIEL NILES	President	New York city.
WM. O. ROSS	Secretary and Treasurer	New York city.

Title of company, The Staten Island Midland Railroad Company.
General offices at 155 Broadway, New York city, Room 40.
For information concerning this report, address N. Niles, President.

STEINWAY.

(Date of charter, March 22, 1892.)

For history of organization, etc., see Report for year ending June 30, 1892.

Up to January, 1894, partly operated by horses. Since, practically all by electric traction.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	$2,500,000	$26,500
Issued for actual cash	265	$26,500	.....
Issued for the purchase of the old Steinway and Hunter's Point railroad, free and clear from all incumbrances	24,735	2,473,500	.....
Total now outstanding	25,000	$2,500,000	$26,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Steinway Railway Company	July 1, 1923	p. c. 6	Jan. and July	$1,300,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, including electric appliances pertaining to road and superstructure	$358,997 64	$588,081 37
Real estate	25,000 00	49,800 00
Buildings and fixtures, exclusively used for electric purposes	230,442 84	246,121 14
All other buildings and fixtures	4,364 82	60,466 37
Purchase of constructed road	.....	2,830,884 48
Total cost of road	$618,805 30	$3,755,353 36
EQUIPMENT.		
Horses	*$39,702 22	.....
Harness	*7,473 61	.....
Cars, motor cars and fixtures	41,609 91	$156,230 67
Daimler motor car	*552 20	.....
Wagons, trucks, snow plows and sleighs	*9,601 25	.....
Total cost of equipment	$15,719 67	$156,230 67
Grand total cost of road and equipment	$633,085 98	$3,921,584 03

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$179,145 74
Less operating expenses (excluding all taxes)		119,013 79
Net earnings from operation		$60,131 95
Income from other sources, as follows, viz.:		
Rental, Brooklyn Crosstown Railroad Company	$390 00	
Rental, Long Island City and Newtown Railroad Company	100 00	
Atlantic Improvement Company	69,589 03	
Atlantic Improvement Company	24,349 05	
		94,351 08
Gross income from all sources		154,483 03
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$3,385 48	
Taxes on earnings and capital stock	1,089 52	
Interest on funded debt due and accrued	63,185 11	
Rentals, R. Ave. and S. Pt. R. R	436 98	
Rentals, stalls, waiting rooms, etc	1,096 25	
		68,084 34
Surplus for year ending June 30, 1894		$86,398 69

General Income Account.

Surplus for year ending June 30, 1894	$86,398 69
Deficit up to June 30, 1893	69,582 03
Total surplus June 30, 1894	$16,816 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$178,880 74
Sale of car tickets	265 00
Total gross earnings	$179,145 74

* Credit.

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	$2,996 73
Repairs of buildings and fixtures, exclusively used for mechanical power	2 2 46
Repairs of all other buildings and fixtures	292 78
Repairs of cars (not motors) and other vehicles	2,714 26
Repairs of motor cars and fixtures	5,267 14
Repairs of harness and stable equipment	1,255 46
Horseshoeing	1,454 17
Provender (including expense of grinding)	11,145 39
Salaries of general officers and clerks	6,828 26
Wages of conductors and drivers on horse cars	12,648 85
Wages of conductors and motormen on cars propelled by mechanical traction	24,004 33
Wages of engineer, firemen and all others employed at power house	3,288 99
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	21,504 61
Light and fuel other than at power house	699 33
Fuel, light and other supplies used at power house	5,993 21
Water tax	786 58
Damages to persons and property	2,864 09
Legal expenses	2,670 21
Advertising, printing and office expenses	2,605 86
Insurance	4,831 02
Removal of snow and ice	724 18
Contingencies	4,165 88
Total operating expenses	$119,013 79

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$3,765,353 36
Cost of equipment		156,230 67
Other permanent investments, as follows, viz.:		
Five bonds Steinway Railway Company		5,000 00
Current assets, as follows, viz.:		
Cash on hand	$2,615 04	
Open accounts	624 81	
Supplies on hand	7,840 88	
		11,110 73
		$3,937,694 76

LIABILITIES.

Capital stock	$2,500,000 00
Funded debt	1,300,000 00
Current liabilities, as follows, viz.:	
Bills payable	99,405 83
Open accounts	21,472 27
Profit and loss (surplus)	16,816 66
	$3,937,694 76

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Hunter's Point ferry to Astoria and Steinway	13
Single track, branch, from East river at Broadway to Steinway avenue	2
Single track, branch, from corner Flushing and Steinway avenues to city line	.50
Single track, branch, from Jackson and Steinway avenues to Woodside	.75
Total length of single track on main line and branches	16.25
Second track on main line and branches	10.75
Sidings on main line and branches	2
Total length of all tracks and sidings owned	29
Length of railways actually leased and operated by this company, as follows:	
Single track from Steinway avenue, corner River avenue, to Grand pier, North beach	1.75
Single track from east end Flushing avenue to Bowery Bay road	.75
Total length of single track leased	2.50
Second track and sidings	.75
Total length of all tracks and sidings leased	3.25
Grand total length of all tracks and sidings owned and leased	32.25

Weight of rail per yard	75 and 93 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars (not motors)	10
Open cars (not motors)	20
Horses and mules	12
Number of motor cars	51
Schedule time making trip one way { Via Steinway and Jackson avenues	25 min.
Schedule time making trip one way { Via Vernon and Flushing avenues	50 min.
Cars are run	Every 5 to 10 min.
Rate of fare per passenger	5 cents; school children, 3 cents.
Number of passengers carried in cars during year	3,596,360
Average number of employes (including officials) during year	150

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General manager	$3,000
Assistant treasurer	2,500
Bookkeeper at depot	1,300

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$2 00
Motormen	12	2 00
Starters	12	2 00
Watchmen	12	2 00
Switchmen	12	1 50
Roadmen	10	1 65
Hostlers	12	1 75
Blacksmith	10	2 50
Carpenters	10	2 50
Inspectors	12	2 00
Receivers	10	2 30
Clerk	10	2 00

ACCIDENTS.

	Injured.	Killed.	Total.
Employes	1	.....	1
Others, not passengers	2	2	4
Total	3	2	

Officers of the Company.

Name.	*Title.*	*Official Address.*
R. T. McCABE	President	New York city.
H. D. BABCOCK	Secretary	New York city.
W. A. PEASE	Treasurer	New York city.
GEORGE CHAMBERS	Superintendent	Long Island City, N. Y.

Directors of the Company.

Name.	*Residence.*
R. T. McCABE	New York city.
WILLIAM STEINWAY	New York city.
R. C. PRUYN	Albany, N. Y.
S. PEABODY	New York city.
E. A. MAHER	New York city.
H. D. BABCOCK	New York city.
E. S. KNAPP	Long Island City, N. Y.
E. L. BUSHE	New York city.
CORD MEYER	Maspeth, L. I., N. Y.
J. L. LAMSON	New York city.
T. W. OLCOTT	New York city.
C. R. BRAINE, Jr	New York city.
J. B. BACH	New York city.

Title of company, Steinway Railway Company of Long Island City.
General offices at Long Island City, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, last Monday in April.
For information concerning this report, address R. T. McCabe, President, 29 Broadway, New York city.

STILLWATER AND MECHANICVILLE.

(Date of charter, November 13, 1882.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,400	$60 000	.....
Issued for actual cash	400	$10,000	$10,000
Issued on account of construction	28	700	700
Issued in dividends	43	1,075	1,075
Total now outstanding	471	$11,775	$11,775

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
*First mortgage	Apr. 1, 1913	6	April and Oct.	$5,000	$5,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	.....	$26,914 96
Electric appliances pertaining to road and superstructure	$25 60	810 21
Real estate	1,022 21	3,922 21
All other buildings and fixtures	.....	156 47
Total cost of road	$1,047 81	$28,804 55
EQUIPMENT.		
Horses	$922 50	$1,722 50
Harness	25 00	77 20
Cars, other than motor cars	.....	3,000 00
Motor cars and fixtures	900 00	900 00
Wagons, trucks, snow plows, sleighs	.....	274 73
Total cost of equipment	$1,848 50	$6,085 43
Grand total cost of road and equipment	$2,896 31	$34,889 98

* The whole mortgage is for $60,000, of which $5,000 have been sold for cash, $12,500 are outstanding as collateral for loans, and balance in the company's treasury.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Engineering and legal expenses for change of motive power	$325 60
Improvements to real estate	1,022 21
Additional horses purchased	923 50
Additional harness purchased	25 00
Two additional cars fitted for use as electric motor cars	900 00
Total	$3,896 31

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$7,788 88
Less operating expenses (excluding all taxes)		6,721 26
Net earnings from operation		$1,067 62
Income from other sources, as follows, viz.:		
Rent		68 00
Gross income from all sources		$1,135 62
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$364 64	
Taxes on earnings and capital stock	46 45	
Taxes other than above, R. R. Commissioners	17 26	
Interest on funded and floating debt due and accrued	1,312 23	
		1,640 78
Deficit for year ending June 30, 1894		$505 16

General Income Account.

Deficit for year ending June 30, 1894	$505 16
Surplus up to June 30, 1893	796 64
Total surplus June 30, 1894	$291 48

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$7,104 35
From express	489 50
From carrying mail	189 03
From advertising in cars	50 00
Total gross earnings	$7,788 88

OPERATING EXPENSES.

Repairs of roadbed and track	$997 00
Repairs of buildings and fixtures	31 48
Repairs of cars and other vehicles	143 68
Repairs of harness and stable equipment	48 18
Horseshoeing	273 80
Provender (including expense of grinding)	1,422 21
Salaries of general officers and clerks	318 75
Wages of conductors and drivers	2,265 33
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc., sundry expenses	744 68
Light and fuel	78 67
Advertising, printing and office expenses	65 89
Insurance	88 70
Removal of snow and ice	235 70
Contingencies	8 35
Total operating expenses	$6,721 26

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$28,804 55
Cost of equipment		6,035 43
Current assets, as follows, viz.:		
Cash on hand	$39 26	
Open accounts	181 55	
Supplies on hand	194 05	
		354 86
		$35,194 86

LIABILITIES.

Capital stock		$11,775 00
Funded debt		5,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$75 00	
Dividends unpaid	26 00	
Bills payable	15,105 55	
Open accounts	1,715 08	
Sundries, interest accrued on loans	1,196 75	
		18,128 38
Profit and loss (surplus)		291 48
		$35,194 86

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Stillwater to Mechanicville	4.35
Sidings on main line and branches	.07
Total length of all tracks and sidings owned	4.42

Weight of rail per yard	25 to 30 lbs.
Gauge of track	4 ft. 8½ in.
Open cars, not motors	1
Number of box cars, not motors	5
Horses and mules	15
Schedule time making trip one way	40 minutes.
Cars are run	13 trips per day.
Rate of fare per passenger	15c., 10c. and 5c.
Number of passengers carried in cars during the year	74,125
Average number of employes (including officials) during year	8

Salaries, Wages, Etc., of Officers and Other Employes.

OFFICERS.

President, vice-president, secretary, treasurer and superintendent	$300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 75
Drivers	11	1 35
Roadmen	10	1 35
Hostlers	12	1 35

Officers of the Company.

Name.	*Title.*	*Official Address.*
A. E. POWERS	President	Lansingburgh, N. Y.
H. O. BAILEY	Secretary, Treasurer and Superintendent	Mechanicville, N. Y.

Directors of the Company.

Name.	*Residence.*
A. E. POWERS	Lansingburgh, N. Y.
A. M. POWERS	Lansingburgh, N. Y.
J. A. POWERS	Lansingburgh, N. Y.
A. H. BARNES	Mechanicville, N. Y.
BEN. B. SMITH	Mechanicville, N. Y.
H. O. BAILEY	Mechanicville, N. Y.
HENRY NEWLAND	Stillwater, N. Y.
W. L. DENISON	Stillwater, N. Y.
S. F. WOOD	Stillwater, N. Y.

Title of company, Stillwater and Mechanicville Street Railway Company.
General offices at Mechanicville, Saratoga county, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Friday in November.
For information concerning this report, address H. O. Bailey, Secretary.

SYRACUSE CONSOLIDATED.

PETER J. MACK and EDWARD F. RICE, Receivers.

(Date of charter, May 22, 1890.)

For history of organization, etc., see Report of 1892.

On December 19, 1893, proceedings were begun for the voluntary dissolution of the Syracuse Consolidated Street Railway Company, in the Supreme Court, on the ground of insolvency. Peter J. Mack was then appointed temporary receiver, and duly qualified and took possession of its property on or about that date. On or about March 6, 1894, an action was commenced by the Central Trust Company to foreclose a mortgage, and in said action Peter J. Mack and Edward F. Rice were appointed receivers. They duly qualified, and are now in possession of the road and are running and operating the same as such receivers. No judgment has yet been entered in said action, and the facts herein stated are from information derived largely from former reports of the company and from books kept by it. Now operating 19¾ miles electric and 12 miles horse railroad.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	12,500	$1,250,000	.....
Issued for actual cash	40	$4,000	$4,000
Issued on account of construction	12,460	1,246,000	.....
Total now outstanding	12,500	$1,250,000	$4,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p c			
First mortgage	July 1, 1920	5	Jan. & July	$1,242,000	$223,850
Prior liens:					
Seventh Ward road	Aug. 1, 1906	6	Feb. & Aug.	500	.....
Fourth Ward road	May 1, 1908	6	May & Nov.	2,500	.....
Syracuse and Geddes road	Sept. 1, 1907	6	Mar. & Sept.	500	.....
Woodlawn & Butternut road	Sept. 1, 1907	6	Mar. & Sept.	2,900	.....
Issued for property	.....	....	.....	.....	1,000,000
Total	.....	....	.....	$1,248,400	$1,223,850

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, including electric appliances pertaining to road and superstructure	$41,883 08	$2,374,971 26
Real estate	*39,473 00	.....
Buildings and fixtures, exclusively used for electric purposes	418 46	16,002 46
All other buildings and fixtures	1,151 09	46,569 48
Interest and discount charged to construction	*4,222 65	.....
Total cost of road	*$243 02	$2,437,543 20
EQUIPMENT.		
Horses	$2,390 50	$34,933 96
Harness	18 00	3,536 15
Cars, other than motor cars	.....	30,917 00
Motor cars and fixtures	21,563 62	116,812 09
Wagons, trucks, snow plows, sleighs	.....	5,048 00
Total cost of equipment	$23,972 12	$191,238 20
Grand total cost of road and equipment	$23,729 10	$2,628,781 40

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Paving	$53,476 96
Other improvements to roadbed	8,406 13
Additions to power station	418 46
Additions to buildings and fixtures	1,151 09
Horses	2,390 50
Harness	18 00
Motor and other car equipment	21,563 62
Total	$67,494 75

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$199,349 13
Less operating expenses (excluding all taxes)		199,409 25
Net deficit from operation		$60 12
Income from other sources, as follows, viz.:		
Rent	$694 77	
Dividend Kirkwood Driving Park stock	108 00	
Rebate on insurance	343 43	
Sale of material	297 50	
		1,443 70
Gross income from all sources		$1,383 58
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$4,755 79	
Taxes on earnings and capital stock	2,213 11	
Taxes other than above	100 34	
		7,069 24
Deficit for year ending June 30, 1894		$5,685 66

General Income Account.

Deficit for year ending June 30, 1894	$5,685 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$198,550 94
Advertising	796 19
Total gross earnings	$199,347 13

* Credit.

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$2,339 73
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	7,443 02
Repairs of buildings and fixtures, exclusively used for mechanical power	863 24
Repairs of all other buildings and fixtures	765 99
Repairs of cars (not motors) and other vehicles	1,584 83
Repairs of motor cars and fixtures	33,361 32
Repairs of harness and stable equipment	1,187 50
Horseshoeing	3,639 84
Electric power	22,284 58
Provender (including expense of grinding)	21,107 97
Salaries of general officers and clerks	5,205 17
Wages of conductors and drivers on horse cars	24,021 96
Wages of conductors and motormen on cars propelled by mechanical traction	34,608 86
Wages of engineer, firemen and all others employed at power house	3,958 35
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	22,264 55
Light and fuel, other than at power house	1,894 58
Fuel, light and other supplies used at power house	4,084 15
Water tax	383 44
Damage to persons and property	544 31
Legal expenses	1,591 01
Advertising, printing and office expenses	2,398 51
Insurance	1,673 01
Removal of snow and ice	690 23
Contingencies	1,773 18
Total operating expenses	$199,409 25

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	23.498
Second track on main line and branches	8.191
Total length of all tracks owned	31 689

Weight of rail per yard	35 to 66½ lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	63
Open cars, not motors	21
Horses and mules	220
Number of motor cars	19
Schedule time making trip one way	30 minutes.
Cars are run	Every 10, 15 and 20 minutes.
Rate of fare per passenger	3 and 5 cents.
Number of passengers carried in cars during year	4,042,118
Average number of employes (including officials) during year	180

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers and clerks	$5,205 17

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11½	$1 43
Drivers	11½	1 40
Starters	11	1 48
Watchmen	12	1 40
Roadmen	10	1 25
Hostlers	11	1 25
Motormen	11½	1 48

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employes	2	.....	2
Others	5	3	8
Total	8	3	11

Officers of the Company.

Name.	*Title.*	*Official Address.*
JOHN H. MOFFITT	Superintendent	.....

Title of company, The Syracuse Consolidated Street Railway Company.
General offices at Syracuse, N. Y.
For information concerning this report, address Peter J. Mack and Edward F. Rice, Receivers

SYRACUSE STREET.

(Date of charter, April 19, 1893.)

The Syracuse Street Railroad Company filed its articles of incorporation on the 19th day of April, 1893, and was created and organized pursuant to chapter 565 of the Laws of 1890, generally known as the Railroad Laws, and acts amendatory thereof and supplemental thereto.

The People's Railroad Company of Syracuse was incorporated April 22, 1887 and on November 1, 1890, the Central City Railway Company and the Syracuse and Onondaga Railway Company were consolidated, by perpetual lease of each, with the People's Railroad Company.

The Syracuse Street Railroad Company, immediately after its incorporation, commenced negotiations with the People's Railroad Company for a lease of that property, and became possessed of the property of the People's Railroad Company on the 1st day of May, 1894. Reconstruction of various of the branches of that road was immediately commenced. Articles of extension were duly filed for a railroad to the village of Solvay, and the road is now in the course of construction. The lease of the People's Railroad Company is perpetual in its character. This company is now operating 10 miles of electric and 11¾ miles of horse railroad.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	40,000	$4,000,000	.....
Issued for actual cash	550	$55,000	$55,000
Issued on account of road purchased	22,000	2,200,000	.....
Total now outstanding	22,550	$2,255,000	$55,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds Syracuse Street Railroad Company	1923	p.c. 5	Jan. and July	$750,000
First mortgage bonds People's Railroad Co.	1921	5	Jan. and July	750,000
Total	.....	....	.....	$1,500,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$8,717 38
Interest and discount charged to construction	263 51
Purchase of constructed road and equipment	3,746,583 53
EQUIPMENT.	
Motor cars and fixtures added during year	989 89
Total cost of road and equipment	$3,756,553 81

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Expended on account new construction—change from horses to electricity	$8,717 38
Car equipment	989 89
Interest account construction	263 51
Total	$9,969 78

Income Account for Two Months Ending June 30, 1894.

Gross earnings from operation	$28,920 31
Less operating expenses (excluding all taxes)	17,416 81
Net earnings from operation	$11,503 50
Income from other sources, as follows, viz.:	
Rent	14 00
Gross income from all sources	$11,517 50
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	6,133 33
Surplus for year ending June 30, 1894	$5,384 17

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	$28,920 31

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$69 59
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	443 56
Repairs of cars (not motors) and other vehicles	35 75
Repairs of motor cars and fixtures	1,494 89
Repairs of harness and stable equipment	45 37
Horseshoeing	357 81
Electric power	3,063 30
Provender (including expense of grinding)	1,860 27
Salaries of general officers and clerks	810 54
Wages of conductors and drivers on horse cars	2,697 17
Wages of conductors and motormen on cars propelled by mechanical traction	3,432 57
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	2,464 95
Light and fuel, other than at power house	135 18
Water tax	60 00
Advertising, printing and office expenses	169 41
Insurance	18 42
Contingencies	279 64
Total operating expenses	$17,416 81

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road and equipment	$3,756,553 81
Current assets, as follows, viz.:	
Cash on hand	9,633 55
Open accounts	64,726 95
	$3,830,913 81

LIABILITIES.

Capital stock		$2,255,000 00
Funded debt		1,500,000 00
Current liabilities, as follows, viz.:		
Bills payable	$62,897 03	
Open accounts	7,632 61	
		70,529 64
Profit and loss (surplus)		5,284 17
		$3,830,913 81

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Fifth, North and Wolf streets to Onondaga Valley,	6.667
Single track, main line, from Lake street to Brighton	4.218
Single track, branch, from James and Warren streets to Salina street	.056
Single track, branch, from Salina street to Oakwood	.337
Single track, branch, from Salina street to Third, North	.607
Total length of single track on main line and branches	11.885
Second track on main line and branches	8.968
Sidings on main line and branches	.845
Total length of all tracks and sidings owned	21.698

Weight of rail per yard	47, 51, 66½, 80 & 90 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	21
Open cars, not motors	33
Horses and mules	152
Number of motor cars	17
Schedule time making trip one way	35 & 40 min.
Cars are run	Every 7 & 10 min.
Rate of fare per passenger	3 and 5 cts.
Number of passengers carried in cars during May and June, 1894	591,862
Average number of employes (including officials) employed during year	135

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers and clerks	$810 54

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11½	$1 48
Drivers, motormen	11½	1 48
Starters	11	1 48
Watchmen	12	1 40
Roadmen	10	1 25
Hostlers	11	1 25

ACCIDENTS.	Injured.
Passengers	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
G. E. HERRICK	President	Cleveland, O.
W. P. GANNON	Secretary	Syracuse, N. Y.
T. H. CONDERMAN	Treasurer	Syracuse, N. Y.
J. H. MOFFITT	General Manager	Syracuse, N. Y.

Directors of the Company.

Name.	*Residence.*
T. H. CONDERMAN	Philadelphia, Pa.
W. R. KIMBALL	Syracuse, N. Y.
W. W. HAYYARD	Cleveland, O.
G. E. HERRICK	Cleveland, O.
H. CLARK FORD	Cleveland, O.
C. R. FLINT	New York city.
W. P. GANNON	Syracuse, N. Y.
P. T. BRADY	Syracuse, N. Y.
H. K. MCCLYMONDS	New York city.

Title of company, Syracuse Street Railroad Company.
General offices at Syracuse, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in January.
For information concerning this report, address T. H. Conderman, Treasurer.

THIRD AVENUE.

(Date of charter, October 8, 1853.)

For history of organization, etc., see Report of 1892.

The cable road on One Hundred and Twenty-fifth street and Tenth avenue was finished in 1886. In 1889 the company applied to the Railroad Commissioners for permission to cable the Third avenue line and obtained their consent on October 2d of the same year. After considerable delay, occasioned by circumstances over which the company had no control, the actual work of construction was begun on March 30, 1891, when the first paving block was removed from its bed near the intersection of One Hundred and Twenty-fourth street and Third avenue. Notwithstanding the numerous obstructions the company had to overcome, they were enabled to formally open the road to Sixth street on December 4, 1893, and to City Hall on February 11, 1894.

Although running successfully, we can not say, as regards cost of road and equipment, that it is a complete road as yet.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Issued for actual cash and now outstanding	70,000	$7,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate	When payable.	
Bonds	1937	p.c. 5	Jan. and July	$5,000,000

***Cost of Road and Equipment.**

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of cable appliances pertaining to road and superstructure	.....	$1,443,166 42
Cable appliances pertaining to road and superstructure, One Hundred and Twenty-fifth street cable road	.....	1,286,468 11
Third avenue cable road, including power house, cars, etc.	.....	7,413,147 28
Real estate	$2,250 00	56,424 51
Buildings and fixtures, exclusively used for cable purposes, Tenth avenue power house	.....	850,378 02
All other buildings and fixtures	.....	1,694,348 99
Total cost of road	$2,250 00	$12,143,928 33
EQUIPMENT.		
Horses	†$48,474 40	$280,775 60
Machinery, boilers, engines and cables	.....	236,229 08
Cars, other than motor cars	.....	329,581 79
Motor cars and fixtures	.....	99,830 19
Wagons, trucks, snow plows, sleighs	.....	30,100 00
Total cost of equipment	†$48,474 40	$976,736 66
Grand total cost of road and equipment	†$46,224 40	$13,120,664 99

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Completion of wall on real estate on One Hundred and Twenty-eighth and One Hundred and Twenty-ninth streets	$2,250 00
Horses sold deducted from horse account, $48,474.40.	

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$1,777,971 98
Less operating expenses (excluding all taxes)		1,040,258 86
Net earnings from operation		$737,713 67
Income from other sources, as follows, viz.:		
Rents	$19,162 04	
Interest	1,610 01	
		20,772 65
Gross income from all sources		$758,485 12
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$40,368 88	
Taxes on earnings and capital stock	17,512 69	
Taxes other than above	20,100 94	
Interest on funded debt due and accrued	250,000 00	
Interest on mortgage	2,300 00	
		330,282 45
Net income from all sources		$428,202 67
Payments from net income, as follows, viz.:		
Dividends declared, 6 per cent. on capital stock		420,000 00
Surplus for year ending June 30, 1894		$8,202 67

General Income Account.

Surplus for year ending June 30, 1894	$8,202 67
Surplus up to June 30, 1893	223,890 72
Total surplus June 30, 1894	$232,093 39

* The Third avenue cable road not being completed either as regards cost of road or equipment, although running successfully, is not yet apportioned. † Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$1,777,971 93

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	$3,796 04
Repairs of buildings and fixtures	3,411 26
Repairs of cars and other vehicles	6,587 48
Repairs of harness and stable equipment	4,714 18
Horseshoeing	18,955 56
Renewals of horses and mules	7,500 00
Provender (including expense of grinding)	106,279 95
Salaries of general officers and clerks	32,750 00
Wages of conductors and drivers on horse cars	277,064 51
Wages of conductors and motormen on cars propelled by mechanical traction,	102,565 00
Wages of engineer, firemen and all others employed at power house	88,765 62
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	209,562 84
Light and fuel other than at power house	7,325 11
Fuel, light and other supplies used at power house	80,514 73
Water tax	5,318 50
Damages to persons and property	22,421 58
Legal expenses	35,114 74
Advertising, printing and office expenses	17,728 97
Insurance	5,318 50
Removal of snow and ice	704 27
Rent of lot and stable	3,800 00
Total operating expenses	$1,040,268 86

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$12,143,928 33
Cost of equipment	976,736 66
Other permanent investments, as follows, viz:	
City railroad bonds	15,000 00
Current assets, as follows, viz.:	
Cash on hand	154,323 36
Open accounts	1,372 00
	$13,291,360 35

LIABILITIES.

Capital stock	$7,000,000 00
Funded debt	5,000,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt	125,000 00
Bills payable and mortgage	846,000 00
Open accounts	52,059 20
Sundries	36,208 06
Profit and loss (surplus)	232,093 09
	$13,291,360 35

Characteristics of Road and Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from City Hall to Third avenue and One Hundred and Thirtieth street	8.25
Single track, branch, from Tenth avenue and One Hundred and Twenty-fifth street to Tenth avenue and One Hundred and Eighty-sixth street	3.25
Single track, branch, from Manhattan street, North river, to One Hundred and Twenty-fifth street, East river	2.50
Total length of single track on main line and branches	14
Second track on main line and branches	14
Sidings on main line and branches	.375
Total length of all tracks and sidings owned	28.375

Weight of rail per yard	80 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	283
Open cars	155
Horses	250
Schedule time making trip one way	1 hour 2 minutes from City Hall to Harlem.
Cars are run	From 1½ to 5 minutes headway, according to time of day.
Rate of fare per passenger, 5 cents for the full length of Third avenue and One Hundred and Twenty-fifth street and Tenth avenue.*	
Number of passengers carried in cars during year	About 35,000,000
Average number of employes (including officials) during year	About 950

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers	$38,750 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$2 25
Gripmen	12	2 50
Starters	12	3 00
Watchmen	12	1 50
Switchmen	12	1 75
Roadmen	12	1 50
Hostlers	12	1 75
Chief engineer	12	9 61
Assistant engineer	12	4 26
Other engineers	8	3 26
Other employes	.....	$1 75 to 2 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	2	10

Officers of the Company.

Name.	*Title.*	*Official Address.*
ALBERT J. ELIAS	President	New York city.
ALFRED LAZARUS	Secretary	New York city.
JOHN BEAVER	Treasurer	New York city.
JOHN H. ROBERTSON	Superintendent	New York city.

Directors of the Company.

Name.	*Residence.*
HY. HART	New York city.
WM. REMSEN	New York city.
SILVANUS S. RIKER	New York city.
ROBT GEO. REMSEN	New York city.
ROBT W. TAILER	New York city.
EDW LAUTERBACH	New York city.
EMANUEL LEHMAN	New York city.
ABRAHAM AVERS	New York city.
SIMON M. EHRLICH	New York city.
JOHN E. PARSONS	New York city.
WM H WEBB	New York city.
ALBERT J ELIAS	New York city.

Title of company, The Third Avenue Railroad Company.
General offices at 1119 Third avenue.
Date of close of fiscal year, October 31.
Date of stockholders' annual meeting, first Wednesday after second Monday in November.
For information concerning this report, address Alfred Lazarus, Secretary.

* Transfer with the Dry Dock, East Broadway and Battery railroad at Grand and Canal street without extra charge.

TONAWANDA ELECTRIC.

(Date of charter, June 10, 1892.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,500	$25,000	.....
Issued for actual cash	902 4-5	$90,280	$90,280
Issued on account of construction	347 1-5	34,720	.....
Total now outstanding	1,250	$125,000	$90,280

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$6,204 93	$12,729 70
Electric appliances pertaining to road and superstructure	696 50	1,089 56
Right of way	.....	39,302 78
Real estate	.....	800 00
Buildings and fixtures, exclusively used for electric purposes	.....	8[illegible]5 21
All other buildings and fixtures	118 16	1,299 27
Purchase of constructed road	.....	78,689 20
Total cost of road	$7,019 59	$134,805 72
EQUIPMENT.		
Cars, other than motor cars	.....	$2,100 00
Motor cars and fixtures	$1,280 00	13,250 04
Dummies, car heater	130 36	130 36
Wagons, trucks, snow plows, sleighs	.....	764 55
Total cost of equipment	$1,360 36	$16,244 95
Grand total cost of road and equipment	$8,379 95	$151,050 67

Income Account for Twenty Days Ending June 30, 1894.

Gross earnings from operation		$12,925 89
Less operating expenses (excluding all taxes)		11,700 92
Net earnings from operation		$1,224 97
Income from other sources, as follows, viz.:		
Conductors' and motormen's supplies	$30 21	
Scraps	9 25	
		39 46
Gross income from all sources		$1,264 43
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$1,087 78	
Taxes on earnings and capital stock	205 81	
		1,293 59
Deficit for year ending June 30, 1894		$29 16

General Income Account.

Deficit for year ending June 30, 1894	$29 16
Surplus up to June 30, 1893	4,984 22
Total surplus June 30, 1894	$4,955 06

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$12,887 24
Advertising	78 65
Total gross earnings	$12,965 89

OPERATING EXPENSES.

Repairs of roadbed and track	$295 46
Repairs of buildings and fixtures	157 36
Repairs and renewals of cars, motors and other vehicles	660 32
Salaries of general officers and clerks	707 66
Wages of conductors and motormen	4,588 72
Wages of engineer, firemen and other employes at power house	999 51
Wages of watchmen, starters, switchmen, roadmen, etc	245 00
Fuel, light and other supplies used at power house	2,547 29
Damages to persons and property	36 47
Advertising, printing and office expenses	155 98
Insurance	804 52
Removal of snow and ice	173 68
Contingencies	308 94
Total operating expenses	$11,710 93

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$134,805 72
Cost of equipment		16,344 95
Current assets, as follows, viz.:		
Cash on hand	$60 02	
Open accounts	1,709 22	
		1,769 24
		$152,8 9 91

LIABILITIES.

Capital stock	$125,000 00
Current liabilities, as follows, viz.:	
Bills payable	13,492 55
Open accounts	9,372 30
Profit and loss (surplus)	4,955 06
	$152,819 91

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Canal street to Tonawanda street	5.34
Sidings on main line and branches	.66
Total length of all tracks and sidings owned	6

Weight of rail per yard	45 lbs.
Gauge of track	4 ft. 8½ in
Number of box cars, not motors	
Number of open cars, not motors	
Number of motor cars	
Schedule time making trip one way	30 minutes
Cars are run	Every 15 minutes.
Rate of fare per passenger	10 cts., 5 cts., 3 cts.
Number of passengers carried in cars during year	147,5 9.
Average number of employes (including officials) during year	1

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Superintendent	$600 00
Cashier	416 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13	$2 08
Drivers on motor cars	13	2 08
Engineer	12	1 50
Fireman	12	1 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
PETER MCNEAL	President	Buffalo, N. Y.
CLARENCE HOWARD	Secretary	Buffalo, N. Y.
MICHAEL NALLANY	Treasurer	Buffalo, N. Y.
H. R. WELLMAN	Superintendent	N. Tonawanda, N. Y.

Directors of the Company.

Name.	*Residence.*
E. H. BUTLER	Buffalo, N. Y.
JOSEPH BERK	Buffalo, N. Y.
JOHN CONWAY	Buffalo, N. Y.
CLARENCE M. HOWARD	Buffalo, N. Y.
MICHAEL NALLANY	Buffalo, N. Y.
PETER MCNEAL	Buffalo, N. Y.
WM. F. WENDT	Buffalo, N. Y.

Title of company, Tonawanda Electric Railroad Company.
General offices at North Tonawanda, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday of July.
For information concerning this report, address George P. Smith, Manager.

TONAWANDA STREET.

(Date of charter, April 23, 1890.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares	Total par value.
Authorized by law or charter	2,500	$250,000
Issued for actual cash	451	$45,100
Issued on account of construction	289	28,900
Total now outstanding	740	$74,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Bonds	1903	p c. 6	July & Nov.	$50,000	$45,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$186 03	$52,065 36
Electric appliances pertaining to road and superstructure	.....	12,349 08
Buildings and fixtures	28 57	123 19
Interest and discount charged to construction	817 71	1,686 53
Total cost of road	$1,022 31	$66 244 16
EQUIPMENT.		
Motor cars and fixtures	.....	$4,571 13
Electric heaters	.....	76 50
Wagons, trucks, snow plows, sleighs	.....	458 69
Total cost of equipment	.....	$5,106 32
Grand total cost of road and equipment	$1,022 31	$71,350 48

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$6,528 67
Less operating expenses (excluding all taxes)		6,915 53
Gross income from all sources		$386 85
Other charges, as follows, viz.:		
Taxes on property used in operation of road	$389 15	
Taxes on earnings and capital stock	16 71	
Interest on funded debt due and accrued	3,000 00	
		3,405 86
Deficit for year ending June 30, 1894		$3,792 72

General Income Account.

Deficit for year ending June 30, 1894	$3,792 72
Deficit up to June 30, 1893	1,064 29
Total deficit June 30, 1894	$4,857 01

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$6,478 04
From advertisements	50 63
Total gross earnings	$6,528 67

OPERATING EXPENSES.

Repairs of roadbed and track	$158 29
Repairs of buildings and fixtures	32 68
Repairs and renewals of cars, motors and other vehicles	1,146 24
Salaries of general officers and clerks	628 10
Wages of conductors and motormen	2,550 49
Wages of engineer, firemen and other employes at power house	657 01
Wages of watchmen, starters, switchmen, roadmen, etc	795 40
Light and fuel other than at power house	51 90
Fuel, light and other supplies used at power house	180 64
Damages to persons and property	1 50
Advertising, printing and office expenses	147 11
Insurance	250 00
Removal of snow and ice	93 42
Contingencies	222 75
Total operating expenses	$6,915 53

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$66,244 10
Cost of equipment		5,106 32
Other permanent investments, as follows, viz:		
Standard Electric Light and Power Co. stock		98,500 00
Current assets, as follows, viz.:		
Cash on hand	$237 59	
Open accounts	42,084 99	
		42,322 58
Profit and loss (deficiency)		3,793 72
		$215,965 72

LIABILITIES.

Capital stock	$74,000 00
Funded debt	50,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	3,000 00
Bills payable	27,482 20
Open accounts	61,483 52
	$215,965 72

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from North Tonawanda to Gratwick	2.5
Weight of rail per yard	56 lbs.
Gauge of track	4 ft. 8½ in.
Number of motor cars	2
Schedule time making trip one way	15 min.
Cars are run	Every 30 min.
Rate of fare per passenger:	
Adults	5 cents.
Children	3 cents.
Laboring men	5 to 7 A. M., 3 cents.
Average number of employes (including officials) during year	7

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Superintendent	$600 00
Cashier	248 00

OTHER EMPLOYES.

	Average number of hours on duty each day.	Wages per day.
Conductors	13	$2 08
Drivers on motor cars	13	2 08
Engineer	12	1 50
Fireman	12	1 50

ACCIDENTS.	Killed.
Other than passengers and employes	1

Officers of the Company.

Name.	*Title.*	*Official Address.*
GEO. P. SMITH	President	North Tonawanda, N. Y.
A. J. HATHAWAY	Secretary	North Tonawanda, N. Y.
GEO. C. HERSCHELL	Treasurer	North Tonawanda, N. Y.
H. R. WELLMAN	Superintendent	North Tonawanda, N. Y.

Directors of the Company.

Name.	*Residence.*
GEO. P. SMITH	North Tonawanda, N. Y.
BENJ. L. RAND	North Tonawanda, N. Y.
A. J. HATHAWAY	North Tonawanda, N Y.
GEO. C. HERSCHELL	No th Tonawanda, N. Y.
P. S. HUMPHREY	North Tonawanda, N. Y.
HENRY M. FALES	North Tonawanda, N. Y.
EUGENE H. SMITH	La Salle, N. Y.

Title of company, Tonawanda Street Railroad Company.
General offices at North Tonawanda, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Thursday in June.
For information concerning this report, address George P. Smith, President.

TROY CITY.

(Date of charter, January 31, 1866.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Issued for actual cash and property and now outstanding	20,000	$2,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding
		Rate.	When payable.	
		p.c.		
Troy and Albia H. R. R. Co. cons mortgage	Jan. 1, 1897	7	Jan. & July	$34,000
Troy and Lans. R. R Co. cons. mortgage	April 1, 1898	5	April & Oct.	44,000
Troy City Railway Co. cons. mortgage	April 1, 1903	5	April & Oct.	44,000
Gold bonds	Oct. 1, 1942	5	April & Oct.	1,878,000
Total				$2,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$11,595 70	$387,526 82
Electric appliances pertaining to road and superstructure	4,381 61	38,949 98
Real estate	....	12,442 50
Buildings and fixtures exclusively used for electric purposes	7,885 29	144,282 05
All other buildings and fixtures	.....	13,702 70
Interest and discount charged to construction	1,247 00	1,247 00
Construction and equipment contracts	.....	37,600 00
Total cost of road	$25,059 60	$635,751 05
EQUIPMENT.		
Horses	*$1,320 00	$14,520 00
Bar and station fixtures and furniture	*1,799 62	17,823 70
Office furniture	*85 87	4,419 20
Cars, other than motor cars	.....	27,263 08
Motor cars and fixtures	3,916 10	408,926 82
Machinery and tools	1,381 42	7,620 17
Wagons, trucks, snow plows, sleighs	280 00	35,939 60
Total cost of equipment	$2,322 03	$511,512 57
Grand total cost of road and equipment	$27,381 63	$1,147,263 62

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$422,519 34
Less operating expenses (excluding all taxes)		206,465 72
Net earnings from operation		$216,053 62
Income from other sources, as follows, viz.:		
Dividends	$1,919 75	
Premiums and interest	398 00	
Miscellaneous	577 73	
		2,895 48
Gross income from all sources		$218,949 10
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$5,636 43	
Taxes on earnings and capital stock	5,254 57	
Interest on funded debt due and accrued	101,354 59	
Rentals of leased railroads	6,350 00	
		118,595 59
Net income from all sources		$100,353 51
Payments from net income, as follows, viz.:		
Dividends declared, 5 per cent. on capital stock		100,000 00
Surplus for year ending June 30, 1894		$353 51

General Income Account.

Surplus for year ending June 30, 1894		$353 51
Surplus up to June 30, 1893		157,610 15
		$157,963 66
Redemption of old tickets of Troy and Lansingburgh Railroad Company and Troy and Albany Railroad Company	$5,350 92	
Payments of claims, etc., incurred previous to June 30, 1893	6,686 96	
Balance of depreciations on fixtures and equipment	10,248 95	
		22,286 83
Total surplus June 30, 1894		$135,676 83

* Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	$419,427 68
Car advertising	1,750 00
Transportation of papers	297 15
Weighing	19 80
Manure	1,025 36
Total gross earnings	$422,519 34

OPERATING EXPENSES.

Repairs of bridges	$553 25
Repairs of roadbed and track operated by horses	705 20
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, cable and all other track fixtures	6,100 67
Repairs of buildings and fixtures, exclusively used for mechanical power	1,008 45
Repairs of all other buildings and fixtures	496 20
Repairs of cars (not motors) and other vehicles	4,286 08
Repairs of motor cars and fixtures	6,843 88
Repairs of harness and stable equipment	101 72
Horseshoeing	1,875 56
Barn and station, general help	7,993 59
Provender (including expense of grinding)	8,924 99
Salaries of general officers and clerks	15,759 00
Wages of conductors and drivers on horse cars	11,386 86
Wages of conductors and motormen on cars propelled by mechanical traction,	84,254 84
Wages of engineer, firemen and all others employed at power house	7,676 98
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	13,515 90
Light and fuel other than at power house	1,633 55
Fuel, light and other supplies used at power house	11,010 88
Water tax	456 76
Damages to persons and property	3,055 23
Legal expenses	1,219 69
Advertising, printing and office expenses	1,081 96
Insurance	1,536 67
Removal of snow and ice	3,148 42
Contingencies	12,338 38
Total operating expenses	$206,465 72

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$635,751 05
Cost of equipment		511,512 57
Other permanent investments, as follows, viz.:		
Stock in other railroad companies	$726,372 33	
Mortgage	1,100 00	
T. and L. Railroad investment	2,260,000 00	
		2,987,472 33
Current assets, as follows, viz.:		
Cash on hand	$16,271 91	
Open accounts	2,226 01	
Supplies on hand	37,071 96	
		55,569 88
		$4,190,305 83

LIABILITIES.

Capital stock		$2,000,000 00
Funded debt		2,000,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	$24,575 00	
Dividends unpaid	404 00	
Bills payable	29,650 00	
		54,629 00
Profit and loss (surplus)		135,676 83
		$4,190,305 83

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Waterford to Iron Works, Troy	6.820
Single track, main line, from Albia to River street	3.300
Single track, branch, Third and Fourth Street line	1.567
Single track, branch, Hoosick Street line	.900
Single track, branch, Union Depot line	.505
Total length of single track on main line and branches	13 092
Second track on main line and branches / Sidings on main line and branches	7.226
Total length of all tracks and sidings owned	20.318
Length of railways actually leased and operated by this company, as follows:	
Single track from Troy, via Green Island, to Cohoes	3.721
Single track from Lansingburgh to Cohoes	1.104
Single track from Waterford to Cohoes	1.876
Total length of single track leased	6.701
Second track and sidings	3.000
Total length of all tracks and sidings leased	9.701
Grand total length of all tracks and sidings owned and leased	30 019

Weight of rail per yard	62½ to 93 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	27
Open cars, not motors	23
Horses	88
Number of motor cars, box	58
Motor cars, open	50
Supply cars	6
Schedule time making trip one way	20 to 40 min.
Cars are run	4 to 20 min. headway.
Rate of fare per passenger	5 to 8 cents.
Number of passengers carried in cars during year	7,966,202
Average number of employes (including officials) during year	325

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers, superintendent and clerks	$15,759 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11½	$2 00
Drivers and motormen	11½	2 00
Starters	10½	2 00
Watchmen	12	2 00
Flagmen	10½	1 75
Linemen, trackmen, mechanics, etc	10	$1 50 to 2 50
Hostlers and barnmen	10	1 45 to 1 65
Engineers, firemen and motor inspectors	12	*40 00 to 80 00

ACCIDENTS.

	Injured.	Killed.	Total.
Employes	.....	1	1
Others	4	2	6
Total	4	3	7

* Per month.

Officers of the Company

Name.	*Title.*	*Official Address.*
CHARLES CLEMINSHAW	President	Troy, N. Y
ANTHONY N. BRADY	First Vice-President	Albany, N. Y.
JOSEPH B. CARR	Second Vice-President	roy, N. Y.
JOSEPH J. HAGEN	Secretary and Treasurer	Troy, N. Y.
CHARLES H SMITH	Superintendent	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
WM. KEMP	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
OTIS G. CLARK	Troy, N. Y.
JOSEPH B. CARR	Troy, N. Y
EDWARD MURPHY, JR	Troy, N. Y.
ANTHONY N. BRADY	Albany, N Y.
JAMES O'NEIL	Troy, N. Y.
PETER MCCARTHY	Troy, N Y.
FRANCIS N. MANN, JR	Troy, N. Y.
THOMAS BRESLIN	Waterford, N. Y.
WM. SHAW	Troy, N. Y.
D J. WHELAN	Troy, N. Y.
CLARENCE N. FLACK	Troy, N. Y.

Title of company, Troy City Railway Company.
General offices at 361 River street, Troy, N. Y.
Date of close of fiscal year, June 30
Date of stockholders' annual meeting, second Tuesday of January.
For information concerning this report, address J. J. Hagen, Secretary and Treasurer.

TROY AND COHOES.

LESSOR.

LESSEE — TROY CITY.

(Date of charter, February 11, 1832.)

For history of organization, etc., see Report of 1893.

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	1,000	$50,000 00

Cost of Road.

Total cost of road up to date of leasing	$50,000 00

Income Account for Year Ending June 30, 1894.

Net income from all sources, as follows, viz.:	
Rental of railroad	$3,500 00
Payments from income, as follows, viz.:	
Dividends declared, 7 per cent. on capital stock	3,500 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$50,000 00

LIABILITIES.

Capital stock	$50,000 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Troy to Cohoes	3.721
Second track on main line and branches	1.890
Total length of all tracks and sidings owned	5.611

Officers of the Company.

Name.	*Title.*	*Official Address.*
WM. KEMP	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
JOHN H. WARREN	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
AUG. A. PEEBLES	Lansingburgh, N. Y.
OTIS G. CLARK	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
JOSEPH B. CARR	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
M. H. BURTON	Troy, N. Y.

Title of company, Troy and Cohoes Railroad Company.
General offices at 361 River street, Troy, N. Y.
Date of close of fiscal year, June 30.
For information concerning this report, address Joseph J. Hagen, Secretary and Treasurer.

TWENTY-THIRD STREET.

LESSOR.

LESSEE — HOUSTON, WEST STREET AND PAVONIA FERRY.

(Date of charter, January 29, 1872.)

Lease now held under merger agreement by Metropolitan Street.

The franchise and right to build was bought at auction by Sidney A. Yeomans for $150,000 (see Laws of 1869 and 1872), and on the 11th day July, 1872, was sold by Yeomans to this company.

On the 19th day of March, 1873, this company was authorized to extend the route from Twenty-third street and Second avenue to foot of East Thirty-fourth street (see Laws of 1873), and on the 10th day of January, 1876, the Bleecker Street and Fulton Ferry Railroad Company was leased to this company for 99 years. Terms — 1½ per cent. dividend on capital stock of $900,000.

On June 7, 1893, a contract of lease of this company was made to the Houston, West Street and Pavonia Ferry Railroad Company, and is now held by the Metropolitan Street Railway Company under merger agreement of November 29, 1894, for the unexpired term of its charter. Terms — 18 per cent. dividend on capital stock of $600,000.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, for actual cash, and now outstanding	6,000	$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		p.c.		
First mortgage bonds	Jan. 1, 1909	6	July & Jan.	$250,000
150 debenture bonds, $1,000 each	Jan. 1, 1906	5	July & Jan.	150,000
Total				$400,000

Cost of Road and Equipment.

ROAD.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$455,083 78
Right of way, amount paid the city	150,000 00
Buildings and fixtures	254,866 93
Total cost of road	$859,900 71

EQUIPMENT.	
Horses	$106,513 96
Cars, other than motor cars	94,650 00
Total cost of equipment	$201,163 96
Grand total cost of road and equipment	$1,061,064 67

Income Account for Year Ending June, 30 1894.

Income from all sources, as follows, vis.:	
Rentals from lessee	$108,000 00
Payments from income, as follows, vis.:	
Dividends declared, 18 per cent. on capital stock	108,000 00

General Balance Sheet, June 30, 1894.

ASSETS.	
Cost of road	$859,900 71
Cost of equipment	201,163 96
	$1,061,064 67

LIABILITIES.	
Capital stock	$600,000 00
Funded debt	400,000 00
Profit and loss (surplus)	61,064 67
	$1,061,064 67

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Twenty-third street, North river, to Twenty-third street, East river	2.375
Single track, branch, from Second avenue and Twenty-third street to Thirty-fourth street, East river	.500
Total length of single track on main line and branches	2.875
Second track on main line and branches	2.75
Sidings on main line and branches	.50
Total length of all tracks and sidings owned	6.125

Length of railways actually leased and operated by this company, as follows:

Single track from Twenty-third street, North river, to Fulton ferry	4.50
Single track from Twenty-third street, North river, to Union square	1.75
Total length of single track leased	6.25
Second track and sidings	6.25
Total length of all tracks and sidings leased	12.50
Grand total length of all tracks and sidings owned and leased	18.625

Officers of the Company.

Name.	*Title.*	*Official Address.*
H. H. VREELAND	President	621 Broadway, N. Y. city.
D. B. HASBROUCK	Vice-President	621 Broadway, N. Y. city.
CHARLES E. WARREN	Secretary	621 Broadway, N. Y. city.
H. S. BEATTIE	Treasurer	621 Broadway, N. Y. city.
H. A. NEWELL, Jr	Superintendent	621 W. 23d street, N. Y. city.

Directors of the Company.

Name.	*Residence.*
H. H. VREELAND	New York city.
W. L. ELKINS	Philadelphia, Pa.
P. A. B. WIDENER	Philadelphia, Pa.
THOMAS DOLAN	Philadelphia, Pa.
GEORGE D. WIDENER	Philadelphia, Pa.
D. B. HASBROUCK	Brooklyn, N. Y.
CHARLES E WARREN	Brooklyn, N. Y.
HENRY A. ROBINSON	Yonkers, N. Y.
HANS S. BEATTIE	New York city.
S. U. CALDWELL	New York city.
R. L. ANDERTON, Jr	New York city.
F. D. ROUNDS	New York city.
D. H. SHEA	New York city.

Title of company, Twenty-third street Railway Company.
General offices at 621 Broadway, New York city.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, third Monday in June.
For information concerning this report, address Charles E. Warren, Secretary.

TROY AND LANSINGBURGH.

LESSOR.

LESSEE—TROY CITY.

(Date of charter, February 11, 1862.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	14,000	$700,000

*FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.
		p.c.		
Consolidated mortgage bonds	Oct. 1, 1898	5	April & Oct.	$50,000 00
Consolidated mortgage bonds	Oct. 1, 1908	5	April & Oct.	50,000 00

Cost of Road.

	Total cost up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$404,787 01
Electric appliances pertaining to road and superstructure	71,129 08
Real estate	87,698 08
Buildings and fixtures, exclusively used for electric purposes	135,538 66
All other buildings and fixtures	40,907 22
† Total cost of road	$700,000 00

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$700,000 00

LIABILITIES.

Capital stock	$700,000 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES CLEMINSHAW	President	Troy, N. Y.
JOSEPH B. CARR	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN	Treasurer and Secretary	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
WILLIAM KEMP	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
OTIS G. CLARK	Troy, N Y.
ANTHONY N. BRADY	Albany, N. Y.
JOSEPH B. CARR	Troy, N. Y.
EDWARD MURPHY, Jr	Troy, N. Y.
WILLIAM SHAW	Troy, N. Y.
PETER MCCARTHY	Troy, N. Y.
JAMES O'NEIL	Troy, N. Y.

Title of company, Troy and Lansingburgh Railroad Company.
General offices at 361 River street, Troy, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday in January.
For information concerning this report, address J. J. Hagen, Secretary and Treasurer.

* These bonds have been assumed by the Troy City Railway Company, lessee, and are included in the report of that company.
† All items of cost of construction, equipment, etc., in excess of the amounts above given are in the report of this date of the Troy City Railway Company, lessee.

UNION (New York city).

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of road and now outstanding	20,000 00	$2,000,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c.			
First mortgage	Aug. 1, 1942	5	Feb. & Aug.	$2,000,000	* $880,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails (exclusive of electric appliances pertaining to road and superstructure)	$27,683 58	$115,865 68
Electric appliances pertaining to road and superstructure	23,057 18	26,494 64
Buildings and fixtures exclusively used for electric purposes	21,724 64	59,753 19
All other buildings and fixtures	74,826 79	150,883 14
Purchase of constructed road	.....	3,709,587 14
Total cost of road	$147,292 19	$4,062,582 79
EQUIPMENT.		
Motor cars and fixtures	$45,003 62	$134,877 39
Wagons, trucks, snow plows and sleighs	.....	2,674 22
Total cost of equipment	$45,003 62	$137,551 61
Grand total cost of road and equipment	$192,295 81	$4,200,134 40

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Construction work	$12,502 52	
Ties	2,063 27	
Rails	13,118 79	
Overhead construction	23,057 18	
Incidental expenses procuring consents, etc	8,660 93	
		$59,401 69
Power house		63,954 84
Car house		21,724 64
Motors, cars, heaters and fixtures		45,003 62
Sundry equipment		2,190 14
Office furniture and fixtures		20 88
Total		$192,295 81

* One million six hundred thousand dollars issued for purchase of road; $400,000 issued for cash.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$471,926 28
Less operating expenses (excluding all taxes)		236,427 45
Net earnings from operation		$235,498 83
Income from other sources, as follows, viz.:		
Rents		1,083 31
Gross income from all sources		$236,582 14
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$38,224 37	
Taxes on earnings and capital stock	4,743 29	
Interest on funded debt due and accrued	100,000 00	
Interest on loans	7,285 78	
Rental, leased track	223 88	
		141,317 32
Surplus for year ending June 30, 1894		$95,264 82

General Income Account.

Surplus for year ending June 30, 1894	$95,364 82
Surplus up to June 30, 1893	34,986 10
Total surplus June 30, 1894	$130,350 92

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$468,058 95
Mail	600 00
Advertising	2,000 00
Rental for power	740 58
Rental for cars	526 75
Total gross earnings	$471,926 28

OPERATING EXPENSES.

Repairs of roadbed and track	$6,511 75
Repairs of overhead construction	4,659 01
Repairs of buildings and fixtures	6,063 04
Repairs and renewals of cars, motors and other vehicles	26,947 68
Salaries of general officers and clerks	14,764 05
Wages of conductors and motormen	100,917 37
Wages of engineer, firemen and other employes at power house	13,650 49
Wages of watchmen, starters, switchmen, roadmen, etc	7,668 96
Light and fuel other than at power house	773 90
Fuel, light and other supplies used at power house	29,015 03
Water tax	1,399 70
Damages to persons and property	2,831 92
Legal expenses	5,250 00
Advertising, printing and office expenses	5,473 76
Insurance	4,199 97
Removal of snow and ice	339 09
Contingencies	4,011 73
Total operating expenses	$236,427 45

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$4,068,562 79
Cost of equipment		137,551 61
Other permanent investments, as follows, viz.:		
Bonds of other companies		150,000 00
Accrued insurance and taxes		9,489 31
Current assets, as follows, viz.:		
Cash on hand	$42,756 49	
Open accounts	41,949 12	
Supplies on hand	4,235 12	
Sundries	246 66	
		89,187 39
		$4,448,791 10

LIABILITIES.

Capital stock	$2,000,000 00
Funded debt	2,000,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt accrued	41,666 67
Vouchers and pay-rolls	60,439 44
Loans	135,000 00
Open accounts	78,694 41
Conductors' deposits	2,550 00
Unclaimed wages	159 66
Profit and loss (surplus)	130,350 92
	$4,448,791 10

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from One Hundred and Twenty-ninth street to Fordham,	4.61
Single track, main line, from Boston avenue junction to West Farms	1.89
Single track, branch, from Madison avenue bridge to Port Morris	1.31
Single track, branch, from One Hundred and Thirty-third street and Third avenue to One Hundred and Thirty-eighth street and Third avenue	.28
Single track, branch, from Westchester avenue and Third avenue to Westchester avenue and South Boulevard	1.50
Single track, branch, from One Hundred and Thirty-fifth street from Eighth avenue to Third avenue and One Hundred and Thirty-eighth street	1.18
Total length of single track on main line and branches	10.77
Second track on main line and branches	10.27
Total length of all tracks and sidings owned	21.04
Length of railways actually leased and operated by this company, as follows:	
Single track from Bronx river bridge to Westchester village	1.89
Single track from Bronx river bridge to Morris Park race track	1.17
Total length of single track leased	3.06
Grand total length of all tracks and sidings owned and leased	24.10

Weight of rail per yard	70½ to 90 lbs.
Gauge of track	4 ft. 8½ in.
Number of motor cars	110
Schedule time making trip one way	Varying on the different branches.
Cars are run	Every 5 minutes.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	9,373,175
Average number of employes (including officials) during year	275

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General officers	$9,000 00
Superintendent	1,887 57
Clerks	3,956 46

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$2 00
Motormen	11	2 00
Starters	12	2 14 2-7
Watchmen	12	1 71
Roadmen	10	1 75 1 50 1 25
Car cleaners	10	1 50
Engineers, power house	8	2 63
Firemen, power house	8	2 00
Inspectors	8	1 71
Linemen	10	1 50 to 3 00
Trolley boys	12	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	28	.....	28
Employes	3	2	5
Others	15	1	16
Total	46	3	49

Officers of the Company.

Name.	*Title.*	*Official Address.*
EDWARD A. MAHER	President	2389 Third ave., New York.
THOMAS W. OLCOTT	Secretary and Treasurer	2389 Third ave., New York.
JAMES CARRIGAN	Superintendent	2389 Third ave., New York.

Directors of the Company.

Name.	*Residence.*
WM. CALDWELL	New York city.
CHARLES A. STADLER	New York city.
WM. SHAW	Troy, N. Y.
ANTHONY N. BRADY	Albany, N. Y.
ROBERT C PRUYN	Albany, N. Y.
JOHN W. MCNAMARA	Albany, N. Y.
EDWARD A. MAHER	New York city.
JOHN C. DE LA VERGNE	New York city.
THOMAS W. OLCOTT	New York city.

Title of company, Union Railway Company of New York City.
General offices at 2389 Third avenue.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in January.
For information concerning this report, address Thomas W. Olcott, Treasurer.

UNION ELECTRIC (Saratoga).

(Date of charter, November 11, 1890.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	3,000	$300,000
Issued for actual cash	.....	$3,000
Issued on account of construction	.....	197,000
Issued for purchase of completed road	.....	60,000
Issued for purchase of power house	.....	40,000
Total now outstanding	3,000	$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
		p.c			
First mortgage	1922	6	Apr. & Oct.	$100,000	$95,000
*Consolidated mortgage	1944	5	July & Jan.	175,000	.....
Total	....	....	.....	$275,000	$95,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Stations and fences	.....	$3,919 66
Engineering and legal expenses	.....	7,684 00
Right of way	.....	8,633 95
Real estate	.....	14,468 00
Buildings and fixtures, exclusively used for electric purposes	$1,662 95	41,662 95
All other buildings and fixtures	.....	2,646 39
Interest and discount charged to construction	.....	10,500 00
Road built by contract	.....	257,603 61
Purchase of constructed road	.....	60,000 00
Total cost of road	$1,662 95	$407,118 56
EQUIPMENT.		
Motor cars and fixtures	$17,409 32	$45,606 09
Grand total cost of road and equipment	$19,072 27	$452,724 65

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$20,699 85
Less operating expenses (excluding all taxes)		7,785 20
Gross income from all sources		$12,914 65
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$918 14	
Taxes on earnings and capital stock	270 00	
Interest on funded debt due and accrued	3,000 00	
Interest	186 48	
		3,974 62
Surplus for year ending June 30, 1894		$9,940 03

General Income Account.

Surplus for year ending June 30, 1894	$9,240 03
Surplus up to June 30, 1893	8,682 74
Total surplus June 30, 1894	$17,922 77

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$20,699 85

* One hundred thousand dollars of these bonds held by Central Trust Company for redemption of like amount first mortgage 6 per cent. bonds, and none of balance have been sold and part used as collateral for floating indebtedness.

OPERATING EXPENSES.

Repairs of roadbed and track	$1,150 44
Repairs of buildings and fixtures	19 36
Repairs and renewals of cars, motors and other vehicles	68 67
Salaries of general officers and clerks	200 00
Wages of conductors and motormen	2,898 62
Wages of engineer, firemen and other employes at power house	839 00
Fuel, light and other supplies used at power house	1,127 55
Damages to persons and property	78 60
Advertising, printing and office expenses	787 19
Insurance	118 00
Miscellaneous	201 96
Repairs of overhead line	45 65
Repairs of steam plant	210 22
Repairs of electrical equipment	49 38
Total operating expenses	$7,785 39

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$407,118 56
Cost of equipment	45,606 09
Current assets, as follows, viz.:	
Cash on hand	118 33
	$452,843 98

LIABILITIES.

Capital stock	$300,000 00
Funded debt	100,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	3,000 00
Bills payable	31,920 00
Profit and loss (surplus)	17,923 77
	$452,843 98

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Saratoga to lake	5.5
Single track, branch, from Saratoga to race track	.5
Single track, branch, from Saratoga to Geyserville	3
Total length of single track on main line and branches	9

Weight of rail per yard	35 and 50 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	1
Open cars, not motors	8
Motor cars	8
Schedule time making trip one way	10, 15 and 30 min.
Cars are run	Every 30 minutes to lake and Geyserville; 10 minutes to race track.
Rate of fare per passenger	5, 7½, 12½ and 15 cents.
Number of passengers carried in cars during year	188,181
Average number of employes (including officials) during year	28

Salaries of Officers and Clerks.

	Per month.
Superintendent	$100 00
Clerk	40 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
CHARLES E. ARNOLD	President	Albany, N. Y.
A. J. VOYER	Secretary	Albany, N. Y.
E. J. SLATTERY	Treasurer	Albany, N. Y.
HUGH O'NEIL	Superintendent	Saratoga, N. Y.

Directors of the Company.

Name.	*Residence.*
CHAS. E. ARNOLD	Albany, N. Y.
A. J. VOYER	Albany, N. Y.
E. J. SLATTERY	Albany, N. Y.
MYER NUSSBAUM	Albany, N. Y.
SILAS SPORBORG	Albany, N. Y.
LOUIS I. WALDMAN	Albany, N. Y.
HENRY RUSSELL	Albany, N. Y.
HENRY L. SMITH	Albany, N. Y.
GEORGE N. SOUTHWICK	Albany, N. Y.
JNO. L. HENNING	Saratoga, N. Y.
GEORGE I. HUMPHREY	Saratoga, N. Y.
WALTER H. HANSON	Saratoga, N. Y.
CLIFFORD D. GREGORY	Albany, N. Y.

Title of company, Union Electric Railway Company of Saratoga.
General offices at County Bank Building, Albany, N. Y.
Date of close of fiscal year, October 1.
Date of stockholders' annual meeting, fourth Monday in November.
For information concerning this report, address Chas. E. Arnold, President.

UTICA BELT LINE.

(Date of charter, June 18, 1886.)

For history of organization, etc., see Report of 1893.

RECEIVER'S REPORT.

Since June 30th, the date when this report ends, and prior to September 1, 1894, the Utica Belt Line Street Railroad Company was reorganized. The plan and agreement of reorganization was executed and assented to by all the first and second mortgage bondholders, all of the stockholders and creditors; and also approved and confirmed by the trustee for the Trust Company, and adopted and confirmed by the new organization of the Utica Belt Line Street Railroad Company. A copy of the plan and agreement of reorganization is on file in the office of the Board of Railroad Commissioners.

The proceedings for the voluntary dissolution of the corporation were discontinued and abandoned, the action to foreclose the first mortgage and enforce collection of the first mortgage bonds, together with all other litigation affecting the corporate property, its franchises or securities, were discontinued and settled; the accounts of Charles E. Benton, Receiver, passed upon and approved by the court, the Receiver discharged and the railroad property, franchises and moneys transferred to a new organization, which is now managing and operating the property, of which John W. Boyle, of Utica, N. Y., is President; James T. Gardiner, of Albany, Vice-President; Charles W. Mather, of Utica, Treasurer, and Edward Bushinger, of Utica, Secretary.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	1,500	$150,000 00	$150,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p.c.			
First mortgage bonds	Nov. 1, 1939	5	May 1 & Nov. 1	$500,000	$425,000
*Second mortgage bonds	.....	....	.....	.....	.....

* Issued, $200,000; sold, $69,500, at $62,500.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$23,167 71	$445,620 53
Electric appliances pertaining to road and superstructure	2,745 61	51,218 29
Real estate	.....	19,559 31
Buildings and fixtures, exclusively used for electric purposes	3,281 64	47,102 49
All other buildings and fixtures	706 90	18,316 69
Interest and discount charged to construction	.....	53,753 26
Miscellaneous	.....	3,062 18
Total cost of road	$30,001 86	$638,633 30
EQUIPMENT.		
Motor cars and fixtures	$11,085 49	$164,744 20
Wagons, trucks, snow plows, sleighs	.....	1,627 96
Total cost of equipment	$11,085 49	$166,372 16
Grand total cost of road and equipment	$41,087 35	$805,005 55

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New rails for track and cost of laying same	$23,167 71
New feeder wire	2,745 61
New engine and base, belting, etc	3,281 64
New machinery for machine shop	706 90
Seven new motor equipments and seven new trucks	11,085 49
Total	$41,087 35

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$145,396 75
Less operating expenses (excluding all taxes)		91,540 96
Gross income from all sources		$53,857 79
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$1,549 48	
Taxes on earnings and capital stock	798 70	
Rent of road	15,000 00	
		17,348 18
Surplus for year ending June 30, 1894 (no fixed charges being paid)		$36,509 61

General Income Account.

Surplus for year ending June 30, 1894	$36,509 61
Surplus up to June 30, 1893	37,136 76
Total surplus June 30, 1894	$73,646 37

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Cash passenger fares	$111,290 05
Ticket sales	29,653 25
Carrying mail	551 00
Miscellaneous, advertising, privilege and special car	1,091 00
Old rails and other materials sold	2,808 75
Total gross earnings	$145,396 75

OPERATING EXPENSES.

Repairs of roadbed and track	$15,631 93
Repairs of building and fixtures	4,333 13
Repairs and renewals of cars, motors and other vehicles	11,949 41
Salaries of general officers and clerks	3,2:0 81
Wages of conductors and motormen	36,220 87
Wages of engineer, firemen and other employes at power house	4,469 92
Wages of watchmen, starters, switchmen, roadmen, etc	2,363 33
Light and fuel other than at power house	564 48
Fuel, light and other supplies used at power house	6,191 54
Water tax	138 75
Damages to persons and property	9 00
Legal expenses	2,000 00
Advertising, printing and office expenses	1,403 89
Insurance	554 03
Removal of snow and ice	1,728 96
Contingencies	765 91
Total operating expenses	$91,540 96

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line	6.378
Single track, branch	1.6
Total length of single track on main line and branches	7.978
Length of railways actually leased and operated by this company, as follows:	
Single track from Yorkville to Upper New York Mills	1.75
Single track from Main street, Utica, to New Hartford	3.30
Single track from Main street, Utica, to Whitesboro	3.79
Total length of single track leased	9.34
Second track and sidings	5
Total length of all tracks and sidings leased	14.34
Grand total length of all tracks and sidings owned and leased	22.318

Weight of rails per yard	35 to 85 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	8
Open cars, not motors	27
Number of motor cars	27
Rate of fare per passenger	4 to 10 cents.
Number of passengers carried in cars during year	3,022,176
Average number of employes (including officials) during year	122

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Superintendent	$1,300 00
Clerks	1,560 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per hour.
Conductors	10	13½ cents.
Motormen	10	13½ cents.
Starters	10	13½ cents.
		per day.
Watchmen	10	$1 25
Switchmen	10	1 25
Roadmen	10	1 25
Shopmen	10	$1 25 to 2 50

Officers of the Company.

CHARLES E. BENTON ..... Receiver.

Title of company, Utica Belt Line Street Railroad Company.
General offices at 26 Main street, Utica, N. Y.
For information concerning this report, address W. H. Dunkerley, Accountant and Bookkeeper, Utica, N. Y.

UTICA AND MOHAWK.

(Date of charter, January 4, 1874.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	5,000	$350,000	.....
Issued for actual cash and now outstanding	1,042	52,100	$52,100

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p.c			
First mortgage bonds issued August 1, 1883.....	Aug. 1, 1893	6	Feb. and Aug.	$15,000	$15,000
Mortgage gold bonds	July 1, 1910	5	Jan. and July	60,000	60,000
Total	.....	....	.....	$75,000	$75,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	.....	$37,994 01
Electric appliances pertaining to road and superstructure.....	.....	16,201 77
All other buildings and fixtures	$104 55	4,637 68
Interest and discount charged to construction	.....	2,140 09
Purchase of constructed road	.....	24,779 08
Total cost of road.....	$104 55	$75,778 58
EQUIPMENT.		
Horses	....	$500 00
Harness.....	.....	284 50
Cars, other than motor cars	.....	5,685 20
Motor cars and fixtures.....	$159 06	33,188 25
Wagons, trucks, snow plows, sleighs	175 43	1,043 60
Total cost of equipment	$334 51	$40,601 55
Grand total cost of road and equipment	$439 06	$116,374 13

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$25,755 55
Less operating expenses (excluding all taxes)		21,316 70
Net earnings from operation		$4,438 85
Income from other sources, as follows, viz.:		
Utica park	$3,485 90	
Sale of old material	8 00	
Drawing ice	47 61	
		3,541 51
Gross income from all sources		$7,980 36
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$474 06	
Taxes on earnings and capital stock	89 91	
Taxes other than above	3 90	
Interest on funded debt and temporary loans due and accrued	5,788 78	
		6,356 65
Surplus for year ending June 30, 1894		$1,623 71

General Income Account.

Surplus for year ending June 30, 1894	$1,623 71
Deficit for year ending June 30, 1893	3,906 09
Total deficit June 30, 1894	$2,282 38

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$25,755 55

OPERATING EXPENSES.

Repairs of roadbed and track	$391 35
Repairs of electrical equipment	204 80
Repairs and renewal of cars, motors, and other vehicles	2,839 80
Salaries of general officers and clerks	2,425 54
Wages of conductors and motormen	6,941 15
Wages of watchmen, starters, switchmen, roadmen, machinists	1,653 00
Light and fuel other than at power house	130 44
Motive power	5,475 58
Oil and waste	74 09
Water tax	9 97
Damages to persons and property	7 00
Advertising, printing and office expenses	533 67
Insurance	313 88
Removal of snow and ice	126 43
Total operating expenses	$21,316 70

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$75,772 58
Cost of equipment		46,601 55
Other permanent investments, as follows:		
Real estate		43,705 45
Zoölogical collection		1,828 47
Current assets, as follows, viz.:		
Cash on hand	$640 41	
Open accounts	1,933 65	
		2,574 06
Profit and loss (deficiency)		2,282 38
		$166,764 49

LIABILITIES.

Capital stock	$52,100 00
Funded debt	75,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	1,875 00
Bills payable	35,773 41
Open accounts	2,016 08
	$166,764 49

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Mi
Single track, main line, from Genesee street to Utica park	2
Sidings on main line and branches	
Total length of all tracks and sidings owned	3
Weight of rail per yard	40 to 8
Gauge of track	4 ft. 8½
Open cars, not motors	
Horses and mules	
Number of motor cars	
Schedule time making trip one way	20 to 25 m
Cars are run	Every 7½ m
Rate of fare per passenger	4 and 5 c
Average number of employes (including officials) during year	15 to

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

President	$1,011
Treasurer	100
Superintendent	72
Clerks	55

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13	$1 33
Motormen	13	1 33
Machinist	13	1 33

Officers of the Company.

Name.	*Title.*	*Official Address.*
JAMES F. MANN	President	Utica, N. Y.
WILLIAM E. LEWIS	Secretary	Utica, N. Y.
GEO. D DIMON	Treasurer	Utica, N. Y.
FRANK A. EVERTS	Superintendent	Utica, N. Y.

Directors of the Company.

Name.	*Residence.*
JAMES F. MANN	Utica, N. Y.
RICHARD W. SHANNON	Utica, N. Y.
WILLIAM E. LEWIS	Utica, N. Y.
GEO. D. DIMON	Utica, N. Y.
WILLIAM M. WHITE	Utica, N. Y.
THOMAS R. PROCTOR	Utica, N. Y.
GEO. H. WILEY	Utica, N. Y.
P. C. J. DE ANGELIS	Utica, N. Y.
WILLIAM T. BAKER	Utica, N. Y.
R. G. HORRLEIN	Utica, N. Y.
MYRON W. VAN AUKEN	Utica, N. Y.
WILLIAM L. WATSON	Utica, N. Y.
FREDERICK M. CALDER	Utica, N. Y.

Title of company, Utica and Mohawk Railroad Company.
General offices at Utica, N. Y.
Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Wednesday in January.
For information concerning this report, address Geo. D. Dimon, Treasurer.

VAN BRUNT STREET AND ERIE BASIN.

(Date of charter, February 15, 1861.)

For history of organization, etc., see Report of 1892.

Authority to increase capital stock from $150,000 to $300,000 granted by Railroad Commissioners, January 30, 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	20,000	$200,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	April 1, 1902	p.c. 6	April and Oct.	$25,000	$25,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails	$422 27	$147,970 32
Right of way, real estate, buildings and fixtures, and interest and discount charged to construction	165 00	31,116 55
Total cost of road	$587 27	$179,086 87
EQUIPMENT.		
Horses	$190 00	$9,239 00
Cars	*375 00	16,925 00
Wagons, trucks, snow plows, sleighs	.....	500 00
Total cost of equipment	*$185 00	$26,664 00
Grand total cost of road and equipment	$402 27	$205,750 87

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$39,052 99
Less operating expenses (excluding all taxes)	27,542 79
Gross income from all sources	$11,510 20

* Credit.

Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$491 00	
Taxes on earnings and capital stock	468 28	
Interest on funded debt due and accrued	1,500 00	
Rentals, track	200 00	
		$2,659 28
Net income from all sources		$8,850 92
Payments from net income, as follows, viz.:		
Dividends declared on capital stock	$6,738 75	
Bills payable	1,200 00	
Car and equipment	402 27	
		8,341 02
Surplus for year ending June 30, 1894		$509 90

General Income Account.

Surplus for year ending June 30, 1894		$509 90
Surplus up to June 30, 1893	$865 37	
Corrections in profit and loss account	37	
		865 00
Total surplus June 30, 1894		$1,374 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	$39,052 99

OPERATING EXPENSES.

Repairs of roadbed and track	$107 70
Repairs of buildings and fixtures	99 05
Repairs of cars and other vehicles	386 54
Repairs of harness and stable equipment	1,089 22
Horseshoeing	940 05
Renewals of horses and mules	155 00
Provendor (including expense of grinding)	5,779 82
Salaries of general officers and clerks	3,200 16
Wages of conductors, drivers, hostlers, etc.	13,559 95
Light and fuel, other than at power house	202 27
Water tax	109 18
Advertising, printing and office expenses	973 12
Insurance	852 73
Removal of snow and ice	88 00
Total operating expenses	$27,542 79

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$179,086 87
Cost of equipment	26,664 00
Current assets, as follows, viz.:	
Cash on hand	1,374 99
Open accounts	20,716 68
Supplies on hand	200 00
	$228,042 45

LIABILITIES.

Capital stock	$200,000 00
Funded debt	25,000 00
Current liabilities, as follows, viz.:	
Dividends unpaid	42 45
Sundries, mortgage	3,000 00
	$228,042 45

Characteristics of Road, Equipment, Etc.

	Miles.
Length of railway owned by company, as follows:	
Single track, main line, from Hamilton ferry to Erie Basin dry dock	1.5
Second track on main line and branches	1.5
Total length of all tracks and sidings owned	3

Weight of rail per yard	45 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	16
Open cars, not motors	1
Horses and mules	42
Schedule time making trip one way	12 minutes.
Cars are run every	6 to 11 mins.
Rate of fare per passenger	3 cents.
Number of passengers carried in cars during year	1,308,763
Average number of employes (including officials) during year	24

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Superintendent	$1,200
President	1,000
Treasurer and secretary	1,000

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	$2 00
Drivers	12	2 00
Hostlers	12	1 71
Inspectors	10	2 14

Officers of the Company.

Name.	*Title.*	*Official Address.*
MICHAEL MURPHY	President	264 Van Brunt street, Brooklyn, N. Y.
WYLLYS TERRY	Secretary and Treasurer	264 Van Brunt street, Brooklyn, N. Y.
TIMOTHY J. CAREY	Superintendent	264 Van Brunt street, Brooklyn, N. Y.

Directors of the Company.

Name.	*Residence.*
MICHAEL MURPHY	Brooklyn, N. Y.
WYLLYS TERRY	Brooklyn, N. Y.
JOSEPH WHITE	Brooklyn, N. Y.
MICHAEL J. COFFEY	Brooklyn, N. Y.
BENJAMIN F. STEBBINS	Brooklyn, N. Y.
DAVID W. BURNS	Brooklyn, N. Y.
THOMAS J. CUNNINGHAM	Brooklyn, N. Y.
JOHN F. MURPHY	Brooklyn, N. Y.

Title of company, Van Brunt Street and Erie Basin Railroad Company.
General offices at 264 Van Brunt street.
Date of close of fiscal year, February 16.
Date of stockholders' annual meeting, February 16.
For information concerning this report, address Wyllys Terry.

WATERFORD AND COHOES.

LESSOR.

LESSEE—TROY CITY.

(Date of charter, Feb. 8, 1883.)

For history of organization, etc., see Report of 1892.

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	250	$25,000 00

Cost of Road.

	Total cost up to June 30, 1894.
Road built by contract	$23,302 58
Sundries	1,296 25
Total cost of road	$24,598 83

Income Account for Year Ending June 30, 1894.

Net income from all sources, as follows, viz.:		
Rent of railroad	$1,750 00	
Interest	25 52	
		$1,775 52
Payments from net income, as follows, viz.:		
Dividends declared, 7 per cent. on capital stock	$1,750 00	
Expense of meeting	11 63	
		1,761 63
Surplus for year ending June 30, 1894		$13 89

General Income Account.

Surplus for year ending June 30, 1894	$13 89
Surplus up to June 30, 1893	16 28
Total surplus June 30, 1894	$30 17

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$24,598 83
Current assets, as follows, viz.:	
Cash on hand	431 34
	$25,030 17

LIABILITIES.

Capital stock	$25,000 00
Profit and loss (surplus)	30 17
	$25,030 17

Salaries, Wages, Etc., of Officers and Employes.

GENERAL OFFICERS.

Secretary and treasurer	$50 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Waterford to Cohoes	1.876
Second track on main line and branches	.335
Total length of all tracks owned	2.211

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS BRESLIN	President	Waterford, N. Y.
JOSEPH J. HAGEN	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	*Residence.*
THOMAS BRESLIN	Waterford, N. Y.
C. C ORMSBY	Waterford, N. Y.
F. B. PECK	Waterford, N. Y.
T A. KNICKERBOCKER	Troy, N. Y.
JOHN KNICKERBOCKER	Troy, N. Y.
WILLIAM KEMP	Troy, N Y.
WILLIAM SHAW	Troy, N. Y.
JOSEPH S. CARR	Troy, N. Y.
C. CLEMINSHAW	Troy, N. Y.
E. MURPHY, Jr.	Troy, N. Y.
O. G. CLARK	Troy, N. Y.
J. J. HAGEN	Troy, N. Y.

Title of company, Waterford and Cohoes Railroad Company.
General offices at Waterford, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Tuesday of February.
For information concerning this report, address J. J. Hagen, Secretary and Treasurer, Troy, N. Y.

WATERTOWN.

(Date of incorporation, September 28, 1887.)

No report for year ending June 30, 1894, received.—*R. R. Commissioners.*

WATERVLIET TURNPIKE AND RAILROAD.

LESSOR.

LESSEE—ALBANY.

(Chartered under chapter 141, Laws 1828, amended by chapter 233, Laws 1862.)

For history of organization, etc., see Report of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	2,400	$240,000 00	$240,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
		p.c			
First mortgage, corporate franchise, road, turnpike and equipment	May 1, 1919	6	May and Nov.	$350,000	$339,150
Second mortgage on same	May 1, 1919	6	May and Nov.	150,000	110,800

Cost of Road and Equipment.	Total cost of road and equipment up to June 30, 1894.
Total cost of road	$471,153 21
Total cost of equipment	85,501 24
Grand total cost of road and equipment	$556,654 45

Income Account for Year Ending June 30, 1894.

Income from all sources, as follows, viz.:	
On account lease	$1,200 00
Accounts settled	47 56
Gross income from all sources	$1,247 56
Deductions from income, as follows, viz.:	
Expenses	720 23
Surplus for year ending June 30, 1894	$527 33

General Income Account.

Surplus for year ending June 30, 1894	$527 33
Deficit up to June 30, 1893	13,752 15
Total deficit June 30, 1894	$ 3,224 82

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$471,153 21
Cost of equipment		85,501 24
Grand total cost of road and equipment up to June 30, 1894		$556,654 45
Other permanent investments, as follows, viz:		
Real estate	$57,936 66	
Turnpike road	103,540 74	
		161,477 40
Cash on hand		8,643 33
Profit and loss (deficiency)		13,224 82
		$740,000 00

LIABILITIES.

Capital stock	$240,000 00
Funded debt	500,000 00
	$740,000 00

Salaries of Officers, Etc.

General officers	$500 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
ALBERT HESSBERG	President	Albany, N. Y.
EDWARD A. GROESBECK	Vice-President	Albany, N. Y.
CANTINE TREMPER	Secretary and Treasurer	Albany, N. Y.

Directors of the Company.

Name.	*Residence.*
ALBERT HESSBERG	Albany, N. Y.
E. A. GROESBECK	Albany, N. Y.
HENRY BRONK	Albany, N. Y.
WM. LESTER	Albany, N. Y.
WM R. CASSIDY	Albany, N. Y.
CHAS L. PRUYN	Albany, N. Y.
F. C. MANNING	Albany, N. Y.
DONALD MCCREDIE	Albany, N. Y.
W. L. GREEN	Albany, N. Y.

Title of company, The Watervliet Turnpike and Railroad Company.
General offices at Albany, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Monday in February.
For information concerning this report, address Cantine Tremper.

WESTCHESTER ELECTRIC.

(Date of charter, March 21, 1891.)

The Westchester Electric Railroad Company was formed by the consolidation of the Mount Vernon and East Chester Railway Company and the New Rochelle Railway and Transit Company; part of the lines are operated electrically (since June 1, 1894), the balance by horses.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of road and now outstanding	5,000	$500,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST. Rate.	INTEREST. When payable.	Amount outstanding.	Cash realized on amount outstanding.
First mortgage	July 1, 1943	p. c. 5	Jan. and July	*$500,000	†

Cost of Road and Equipment.

	Total cost of road and equipment up to June 30, 1894.
ROAD.	
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$58 110 01
Electric appliances pertaining to road and superstructure	29 929 06
Right of way	21,800 22
Buildings and fixtures	77 10
Interest and discount charged to construction	22,075 00
Purchase of constructed road	770,000 00
Total cost of road	$901,491 41
EQUIPMENT.	
Horses and harness	$660 00
Cars, other than motor cars	275 00
Total cost of equipment	$875 00
Grand total cost of road and equipment	$902,366 41
DETAILS OF ADDITIONS OR BETTERMENTS DURING YEAR.	
Construction	$10,763 19
Ties	1,958 02
Rails	43,941 51
Incidentals	1,447 29
Overhead construction	29,929 06
Office furniture and fixtures	77 10
Right of way, cost of macadamizing streets, etc	21,800 22
Discount on bonds	22,675 00
Total	$ 31,491 41

* Guaranteed by Union Railway Company of New York city.

† Two hundred and seventy thousand dollars issued for purchase of road; $230,000 issued for cash; amount realized, $207,925.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$30,302 93
Less operating expenses (excluding all taxes)		27,519 16
Gross income from all sources		$2,783 77
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$110 25	
Taxes on earnings and capital stock	88 76	
Interest on funded debt due and accrued	19,280 70	
Interest on loans	26 18	
		19,505 89
Deficit for year ending June 30, 1894		$16,722 12

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$30,302 93

OPERATING EXPENSES.

Repairs of roadbed and track		$997 92
Repairs of cars and other vehicles		182 89
Repairs of harness and stable equipment		120 25
Horseshoeing		856 60
Provender (including expense of grinding)		7,706 63
Salaries of general officers and clerks		1,432 75
Wages of conductors and drivers		7,102 43
Wages of conductors and motormen on cars propelled by mechanical traction,		1,871 60
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc		4,968 48
Water tax		37 52
Advertising, printing and office expenses		595 60
Insurance		325 41
Removal of snow and ice		33 25
Rent of power	$740 58	
Rent of equipment	526 75	
		1,267 33
Total operating expenses		$27,518 66

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$901,491 41
Cost of equipment		875 00
Current assets, as follows, viz.:		
Cash on hand	$4,619 57	
Open accounts	90,797 44	
		95,417 01
Profit and loss (deficiency)		16,722 12
		$1,014,505 54

LIABILITIES.

Capital stock	$500,000 00
Funded debt	500,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	12,500 00
Loans payable	500 00
Sundries	55 00
Vouchers audited	1,075 54
Conductors' deposits	375 00
	$1,014,505 54

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Mount Vernon to West Farms	6.72
Single track, main line, from Fourth avenue	1.60
Single track, main line, from Fifth avenue	1.45
Single track, branch, from Harlem station	.77
Single track, branch, from New Rochelle	5
Total length of single track on main line and branches	15.54

ght of rail per yard	72½ lbs
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	3
Open cars, not motors	4
Horses and mules	30
Motor cars	Leased.
Schedule time making trip one way	Varies on several lines.
Cars are run every	5 min.
Rate of fare per passenger	5 cts.
Number of passengers carried in cars during year	606,059
Average number of employes (including officials) during year	30

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

Superintendent and clerk	$1,432 75

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	$1 75
Drivers	11	1 75
Switchmen	12	1 50
Roadmen	12	1 50
Hostlers	12	$2 00 and 1 75
Hill boy	11	1 00

Officers of the Company.

Name.	*Title.*	*Official Address.*
THOMAS E. CRIMMINS	President	Mount Vernon, N. Y.
THOMAS W. OLCOTT	Secretary	Mount Vernon, N. Y.
JOHN P. O'BRIEN	Treasurer	Mount Vernon, N. Y.
FRANK RYAN	Superintendent	Mount Vernon, N. Y.

Directors of the Company.

Name.	*Residence.*
THOMAS E. CRIMMINS	New York city.
JOHN P. O'BRIEN	New York city.
CHARLES STRAUSS	New York city.
ISAAC KAUFMAN	New York city.
JOHN H. SEED	New York city.
J. HENRY HAGGERTY	New York city.
EDWARD A. MAHER	New York city.
THOMAS W. OLCOTT	New York city.
L. R. BACON	New York city.

Title of company, Westchester Electric Railroad Company.
General offices at Mount Vernon, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday of May.
For information concerning this report, address Frank Ryan, Superintendent.

WEST SIDE (Elmira).

(Date of charter, July 29, 1891.)

The West Side Railroad Company, of Elmira, N. Y., was organized for the purpose of connecting, in a general way, the southern and the northern boundaries of the city of Elmira.

Upon its organization it received from the city of Elmira the franchises requisite to such purpose. The route thus acquired by it passes through portions of the most populous parts of the city and of its most active business streets. It intersects, however, the railroads of other companies at seven different points. Such fact has had a very important bearing in three ways: First, in causing heavy expenditures in acquiring by litigation the right of such intersections; second, by causing the road to be operated in sections and passengers to be transferred from one section to another; third, in caring for protecting and repairing the rolling stock used upon the different sections and standing in the streets and exposed to the weather. The litigations referred to have been extensive and severe and the expenses thereof consequently heavy.

There has been from the commencement of the operation of the road to the present time a considerable loss of passenger traffic by reason of the fact that the road was not operated as a continuous line, and passengers were subjected to the inconvenience of walking and so transferring themselves from one section to another.

The increased expenses of caring for and repairing the rolling stock upon the sections unconnected with the car house, power house and shop of the company, required buildings especially for them, and workmen to go to them for the purpose of repairing, have been considerable.

A suit is now pending for acquiring the right to make the last intersection required for completing the line. It is believed that by the first of January next the entire line will be continuous.

On the 31st day of May, 1894, this company leased of the East Side Railroad Company, of Elmira, N. Y., its entire rights, privileges and line of road. This lease is still in existence.

The company was organized under the sections of the Railroad Law applicable to street surface railroads.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	3,000	$300,000	.....
Issued for actual cash and now outstanding	1,000	100,000	$100,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Road built by contract up to June 30, 1894	.....	$314,455 57
EQUIPMENT.		
Cars, other than motor cars	$130 06	$1,260 06
Motor cars and fixtures	923 20	53,582 43
Wagons, trucks, snow plows, sleighs	.....	589 04
Total cost of equipment	$1,053 26	$55,442 53
Grand total cost of road and equipment	$1,053 26	$369,898 10

Income Account for Year Ending June 30, 1894.

Gross earnings from operation	$39,163 42
Less operating expenses (excluding all taxes)	28,261 50
Gross income from all sources	$10,901 92

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	$4 14	
Taxes on earnings and capital stock	195 68	
		$199 82
Surplus for year ending June 30, 1894		$10,702 10

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$38,939 55
Scrap iron, brass, etc., sold	26 85
Rent of house and barn	96 02
Advertising in cars	102 00
Total gross earnings	$39,163 42

OPERATING EXPENSES.

Repairs of roadbed and track	$1,008 29
Repairs of buildings and fixtures	128 47
Repairs and renewals of cars, motors and other vehicles	840 22
Salaries of general officers and clerks	2,514 83
Wages of conductors and motormen	15,660 06
Wages of engineer, firemen and other employes at power house	4,779 36
Light and fuel other than at power house	42 36
Fuel, light and other supplies used at power house	1,302 24
Damages to persons and property	15 00
Advertising, printing and office expenses	349 25
Insurance	792 51
Removal of snow and ice	350 40
Contingencies	308 56
Repairs and renewals of poles and overhead lines	169 95
Total operating expenses	$28,261 50

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road		$314,455 57
Cost of equipment		55,442 53
Current assets, as follows, viz.:		
Cash on hand	$6,044 80	
Supplies on hand	4,286 34	
		10,331 14
		$380,229 24

LIABILITIES.

Capital stock	$100,000 00
Current liabilities, as follows, viz.:	
Open accounts	269,527 14
Profit and loss (surplus)	10,702 10
	$380,229 24

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Second street to Industrial grounds	4.40
Single track, branch, from Water street to Miller street	1.50
Single track, branch, from Pennsylvania avenue to Franklin street	.50
Total length of single track on main line and branches	6.40
Second track on main line and branches	.25
Sidings on main line and branches	.55
Total length of all tracks and sidings owned	7.20

Length of railways actually leased and operated by this company, as follows:

Single track from Water street to Second street	.4
Single track from West Side street to Oakwood avenue	.25
Total length of single track leased	.65
Second track and sidings	.05
Total length of all tracks and sidings leased	.70
Grand total length of all tracks and sidings owned and leased	7.90

Weight of rail per yard	70 lbs.
Gauge of track	4 ft. 8½ in.
Open cars, net motors	1
Number of motor cars	21
Schedule time making trip one way	37½ and 12 min.
Cars are run	Every 15 and 12 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	797,676
Average number of employes (including officials) during year	43

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

General superintendent	$1,800 00
Clerk	500 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Motormen	11	$1 65
Starters	15	2 25
Car washer	10	1 71
Chief engineer	12	2 88
Assistant engineer	12	2 00
Day foreman	12	1 71
Night foreman	12	1 71

Officers of the Company.

Name.	*Title.*	*Official Address.*
C. M. TOMPKINS	President	Elmira, N. Y.
H. H. HALLOCK	Secretary and Treasurer	Elmira, N. Y.
WM. W. COLE	Superintendent	Elmira, N. Y.

Directors of the Company.

Name.	*Residence.*
C. M. TOMPKINS	Elmira, N. Y.
H. H. HALLOCK	Elmira, N. Y.
A. E. ACKLEY	Elmira, N. Y.
M. H. ARNOT	Elmira, N. Y.
P. V. BRYAN	Elmira, N. Y.
RAY TOMPKINS	Elmira, N. Y.
D. T. PRATT	Elmira, N. Y.
BOYD McDOWELL	Elmira, N. Y.
FRED. HALLOCK	Binghamton, N. Y.

Title of company, West Side Railroad Company.
General offices at Elmira, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Monday in June.
For information concerning this report, address H. H. Hallock, Secretary and Treasurer.

YONKERS.

(Date of charter, February, 1886.)

For history of organization, etc., see Report of 1893.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	$200,000	.....
Issued for actual cash and now outstanding	1,264	126,400	$126,400

* FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
		p c		
First mortgage bonds	Jan. 1, 1922	5	July and Jan.	$125,000
Income bonds	Jan. 1, 1912	6	When earned	200,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1894.	Total cost of road and equipment up to June 30, 1894.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	$1,442 74	$337,982 95
Electric appliances pertaining to road and superstructure	740 91	39,102 94
Real estate	.....	21,000 00
Buildings and fixtures, exclusively used for electric purposes	404 72	25,995 10
All other buildings and fixtures	.....	50,085 09
Interest and discount charged to construction	.....	8,150 00
Total cost of road	$2,588 37	$482,316 08
EQUIPMENT.		
Horses	.....	$15,216 15
Harness	.....	1,198 60
Cars, other than motor cars	.....	19,375 00
Motor cars and fixtures	$6,648 63	55,686 44
Wagons, trucks, snow plows, sleighs	.....	1,388 20
Total cost of equipment	$6,648 63	$92,864 39
Grand total cost of road and equipment	$9,237 00	$575,180 47

*There is also an original purchase money mortgage on the building and land occupied as the power plant. Amount, $18,500. This mortgage is prior to bonded debt above.

Income Account for Year Ending June 30, 1894.

Gross earnings from operation		$58,291 20
Less operating expenses (excluding all taxes)		54,639 03
Net earnings from operation		$3,652 17
Income from other sources, as follows, viz.:		
Rents	$952 67	
Old material sold	56 22	
		1,008 89
Gross income from all sources		$4,661 06
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	$947 60	
Taxes on earnings and capital stock	234 46	
Taxes other than above	27 70	
Interest on funded debt due and accrued	5,000 00	
Interest on call loans	1,192 52	
Interest on real estate mortgage	1,032 90	
		8,435 18
Deficit for year ending June 30, 1894		$3,774 12

General Income Account.

Deficit for year ending June 30, 1894	$3,774 12
Surplus up to June 30, 1893	3,968 14
	$194 02
Amount error in fuel account adjusted in profit and loss	572 16
Total surplus June 30, 1894	$766 18

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	$58,191 20
Carrying mails	100 00
Total gross earnings	$58,291 20

OPERATING EXPENSES.

Repairs of roadbed and track	$3,648 56
Repairs of buildings and fixtures	1,251 14
Repairs of and renewals of cars, motors and other vehicles	6,090 28
Salaries of general officers and clerks	3,808 00
Wages of conductors and motormen	20,904 41
Wages of engineer, firemen and other employes at power house	3,373 50
Wages of watchmen, starters, switchmen, roadmen, etc	2,607 30
Fuel, light and other supplies used at power house	10,651 71
Water tax	582 72
Damages to persons and property	382 40
Legal expenses	394 98
Advertising, printing and office expenses	4 6 17
Insurance	940 18
Removal of snow and ice	218 15
Contingencies	251 65
Repairs of overhead line work	797 63
Repairs of engines and boilers	69 90
Total operating expenses	$54,639 03

General Balance Sheet, June 30, 1894.

ASSETS.

Cost of road	$482,316 06
Cost of equipment	92,864 39
Current assets, as follows, viz.:	
Cash on hand	359 88
Supplies on hand	1,600 34
Sundries, proceeds of stock and bonds in hands of agents	38,000 00
	$615,140 69

LIABILITIES.

Capital stock	$126,400 00
Funded debt	425,000 00
Current liabilities, as follows, viz:	
Interest on funded debt due and accrued	6,875 00
Bills payable	28,478 23
Open accounts	9,121 28
Sundries, real estate mortgage	18,500 00
Profit and loss (surplus)	766 18
	$615,140 69

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Feet.
Single track main line	22,253
Single track, branch	16,728
Second track on main line and branches	1,550
Sidings on main line and branches	2,416
Total length of all tracks and sidings owned	42,947

Weight of rail per yard	48 lbs.
Gauge of track	4 ft. 8½ in.
Number of motor cars	14
Schedule time making trip one way	Main line 30 min.; branches, 15 min.
Cars are run	Every 10 and 15 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	1,165,824
Average number of employes (including officials) during year	60

Wages, Etc., of Employes.

	Average number of hours on duty per day.	*Wages per day.
Conductors	12	$2 00
Drivers	12	2 00
Starters	12	2 00
Watchmen	12	2 00
Switchmen	12	1 75
Roadmen	10	1 50

Officers of the Company.

Name.	*Title.*	*Official Address.*
ALBERT L. JOHNSON	President	Mutual Life Build'g, N. Y. city.
THOS. W. SMITH	Secretary	Fifth National Bank, N. Y. city.
JAMES M. EDWARDS	Treasurer	33 Wall street, N. Y. city.
JILSON J. COLEMAN	General Manager	Yonkers, N. Y.

Directors of the Company.

Name	*Residence.*
ALBERT L. JOHNSON	Mutual Life Build'g, N. Y. city.
THOS. W. SMITH	Fifth National Bank, N. Y. city.
JAMES M. EDWARDS	33 Wall street, N. Y. city.
JILSON J. COLEMAN	Yonkers, N. Y.
R. T. WILSON	33 Wall street, N. Y. city.
M. O. WILSON	33 Wall street, N. Y. city.
C. BURNS	33 Wall street, N. Y. city.
A. CROLINS	33 Wall street, N. Y. city.
J. F. VAN NAME	33 Wall street, N. Y. city.
F. ZITTELL	Fifth National Bank, N. Y. city.
J. H. INGRAHAM	33 Wall street, N. Y. city.

Title of company, The Yonkers Railroad Company.
General offices at office of R. T. Wilson & Co., 33 Wall street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, second Monday in January.
For information concerning this report, address James M. Edwards, Treasurer.

INDEX.

Tabulated Statement of Annual Reports.

PAGE.

TABLE A — SURFACE AND ELEVATED STEAM AND SURFACE STREET ROADS IN OPERATION.

Comparative statement of gross earnings from operation, operating expenses, net earnings from operation, income from other sources than operation, and gross income from all sources for years ending June 30, 1893 and 1894 6-15

TABLE B — SURFACE AND ELEVATED STEAM AND SURFACE STREET ROADS IN OPERATION.

Comparative statement of deductions from gross income (interest, rentals, taxes, etc.) and net income from all sources for years ending June 30, 1893 and 1894..... 16-25

TABLE C — SURFACE AND ELEVATED STEAM AND SURFACE STREET ROADS IN OPERATION.

Comparative statement of payments from net income (dividends, etc.), and surplus or deficiency for years ending June 30, 1893 and 1894 26-35

TABLE D — SURFACE STEAM AND SURFACE STREET ROADS IN OPERATION.

Comparative statement of payments made by lessee companies for rentals of leased lines and disposition of same by lessors, for years ending June 30, 1893 and 1894..... 36-41

TABLE E — SURFACE AND ELEVATED STEAM AND SURFACE STREET ROADS IN OPERATION.

Condensed balance sheets, surface steam roads, June 30, 1894..... 42-47
Note referring to surface steam roads on Table E 48-49
Condensed balance sheets, elevated steam and surface street roads, June 30, 1894 50-55

TABLE F — SURFACE AND ELEVATED STEAM AND SURFACE STREET ROADS NOT IN OPERATION.

Statement of location, capital stock, funded and floating debt, cost of road and equipment, miles projected and miles built..... 56-61

TABLE G — ABSTRACT OF COMBINED REPORTS OF ALL RAILROAD COMPANIES, SURFACE AND ELEVATED STEAM AND SURFACE STREET IN OPERATION.

Comparative statement for years ending June 30, 1893 and 1894 62-69

TABLE H — LIST OF RAILROAD COMPANIES ORGANIZED SINCE JULY 1, 1894 (NOT IN OPERATION), FROM WHICH NO REPORTS HAVE BEEN RECEIVED.

Roads not built, or but partially built, surface and elevated steam and surface street.. 70-74

TABLE I — Statement of accidents on street roads for year ending June 30, 1894 75

Annual Reports of Surface Steam Railroad Companies.

PAGE.

Addison and Pennsylvania..... 77
Adirondack 82
Adirondack Extension 70
Adirondack and St Lawrence 70
Albany and Susquehanna, lessor 87
Albany and Susquehanna, lessee.... 180, 303
Albany Terminal..... 70
Albany and Vermont, lessor..... 96
Allegheny and Kinzua 98
Amsterdam, Chuc. and Northern, lessor. 101
Attica and Arcade 70
Avon, Geneseo and Mt. Morris, lessor.... 102
Baldwinsville Branch 70
Bath and Hammondsport..... 108
Belden Point 70
Binghamton and South Western..... 70
Binghamton and State Line..... 56
Boston and Albany 107
Branchport and Penn Yan 70
Brookfield..... 70
Brooklyn, Bath and West End 114
Brooklyn Bridge and South Shore 70
Brooklyn and Brighton Beach 118
Brooklyn and Queens County..... 56
Brooklyn and Rockaway Beach..... 123
Brooklyn Underground 56
Buffalo, Bradford and Pittsburg, lessor.. 127
Buffalo Creek, lessor 128
Buffalo Creek Transfer 699
Buffalo Dock and Connecting..... 70
Buffalo Erie Basin..... 130
Buffalo and Geneva, No. 1 70
Buffalo and Geneva, No. 2 70
Buffalo, Lackawanna and Pacific..... 70
Buffalo, New York and Erie, lessor..... 131
Buffalo, Rochester and Pittsburg..... 133
Buffalo and South Park Belt Line..... 70
Buffalo and South Western, lessor..... 141
Buffalo, Thousand Islands and Portland, 70
Buffalo and Williamsville..... 70
Buffalo, Williamsville and Northern..... 70
Cairo, lessor 143
Camden, Watertown and Northern..... 70
Campbell Hall Connecting, lessor..... 145
Canastota Northern, lessor 147
Canton and St. Lawrence River 56
Canton and Waddington..... 70
Carthage and Adirondack, lessor 148
Carthage, Watertown and Sackett's Harbor, lessor..... 150
Catskill Mountain..... 152
Catskill Mountain, lessee..... 143
Catskill and Tannersville 158
Cayuga and Susquehanna, lessor 160
Cedarhurst..... 70
Central Dock and Terminal, lessor 162
Central New York and South Western... 70
Central New York and Western 163
Central Vermont, lessee 352
Central Tunnel 56
Chazy 56
Charlotte and Lake View 70
Chateaugay (Railway), lessor 173
Chateaugay Railroad..... 168
Chautauqua Lake..... 175
Cherry Vy., Sharon and Albany, lessor.. 180
City Railway Company of New York.... 70
Clove Branch 181
Columbia and Rensselaer..... 70
Conesus Lake, lessor..... 186
Connecting Terminal 187
Cooperstown and Charlotte Valley 191
Cooperstown and Charlotte Valley, lessee, 196
Cooperstown and Susq. Valley, lessor... 196
Coudersport, Hornellsville and Lackawanna.... 56
Croton Valley..... 56
Dansville and Mount Morris..... 198
Davenport..... 70
Davenport, Middleburgh and Durham... 70

PAGE.

Delaware and Hudson Canal Company, lessee.. 87, 90, 96, 180, 260, 303, 397, 521, 561, 577, 583, 589, 591, 674, 698
Delaware, Lackawanna and Western, lessee 160, 201, 272, 429, 672, 676
Delaware and North River..... 70
Delaware and Otsego, lessor..... 205
Dexter and Ontario..... 70
Dunderberg Spiral..... 70
Dunkirk, Allegheny Valley and Pittsburg..... 207
Dutchess County..... 70
Dutchess Extension..... 70
East Branch Connecting 70
East River..... 56
East River and Connecticut 56
East River Tunnel..... 70
Eddyville and Hickory Bush 70
Elmira, Cortland and Northern..... 213
Elmira, Cortland and Northern, lessee... 147
Elmira and Lake Ontario, lessor..... 219
Elmira and Lake Ontario, lessee..... 220
Elmira State Line, lessor 224
Elmira State Line, lessee..... 224, 647
Elmira and Williamsport, lessor 226
Elmira and Williamsport, lessee. 226
Erie and Black Rock, lessor..... 231
Erie and Central New York..... 56
Erie International, lessor 232
Erie and Niagara River 56
Fall Brook 233
Fall Brook, lessee..... 640
Fitchburg 240
Fitchburg, lessee..... 654
Fonda, Johnstown and Gloversville..... 247
Fourteenth Street District 70
Genesee Falls 70
Genesee Valley Canal, lessor..... 253
Genesee Valley Terminal, lessor 254
Genesee and Wyoming Valley 255
Glendale and East River, lessor..... 259
Glens Falls, lessor 260
Glen Haven 261
Goshen and Deckertown, lessor..... 263
Gouverneur and Edwards..... 70
Gouverneur and Oswegatchie, lessor 267
Grand Central Transit Company..... 70
Grand View Beach..... 268
Greene, lessor..... 272
Greenwich and Johnsonville..... 274
Greenwood Lake and Port Jervis..... 70
Hancock and Pennsylvania..... 70
Hancock and State Line 70
Harlem River and Port Chester, lessor.. 278
Hartford and Connecticut West, lessor.. 280
Hayt's Corners, Ovid and Willard, lessor, 282
Henning Rapid Transit 70
Herkimer, Newport and Poland Ext'sion, 70
Hornellsville and West Union..... 56
Hudson Connecting 70
Hudson River and Boston..... 70
Hudson Suspension Bridge and N. Eng.. 56
Hudson Tunnel 56
Island 283
Jamestown and North Eastern..... 56
Jamestown Short Line 70
Johnsonville and Rutland..... 70
Kaaterskill 286
Kaaterskill and Platteskill..... 70
Kanona and Prattsburgh 290
Keeseville, Ausable Chasm and Lake Champlain 294
Kinderhook and Hudson..... 299
Kinderhook, Valatie and Niverville..... 70
Kinderhook, Valatie and Stuyvesant..... 70
Kingston and Utica..... 70
Lackawanna. Catskill Mountain and Boston 56
Lackawanna and Susquehanna..... 303
Lake Champlain and Moriah..... 304

PAGE.
Lake Mahopac and Connecticut..... 70
Lake Shore and Michigan Southern..... 308
Lebanon Springs (receiver's report)..... 315
Lehigh and Hudson River..... 319
Lehigh Valley Railroad..... 328
Lehigh Valley Railway, lessor..... 325
Lehigh Valley Railroad, lessee, 282, 325, 610, 683
Lehigh and Pavilion..... 56
Lewistown and Youngstown..... 70
Lima and Honeoye Falls..... 334
Little Falls and Dolgeville..... 338
Little Falls, Dolgeville and Piseco Lake. 70
Little Falls, Van Hornesville and Otsego Lake Narrow Gauge..... 70
Lockport and Buffalo, lessor..... 342
Lockport and Northern..... 70
Long Island Boynton Bicycle..... 56
Long Island..... 344
Long Island, lessee..... 259, 394, 441
Long Island City and Sea Beach..... 70
Long Island and New York Terminal..... 70
Mahopac Falls..... 351
Malone and St. Lawrence, lessor..... 352
Malone and St. Lawrence..... 354
Manhattan Beach Extension..... 69
Marine..... 357
Mechanicville and Fort Edward, lessor.. 360
Metropolitan Underground (cable)..... 70
Metropolitan Transit..... 56
Middleburgh and Schoharie..... 360
Middlesex Valley..... 365
Middletown and Crawford, lessor..... 369
Middletown, Unionville and Water Gap.. 371
Mohawk and Adirondack..... 70
Mohawk and Malone, lessor..... 376
Mohawk and St. Lawrence..... 70
Mohawk and Susquehanna Valley..... 70
Mohawk Valley and Northern..... 70
Montauk Extension..... 56
Montgomery and Erie, lessor..... 378
Monticello and Fallsburgh..... 70
Mount McGregor..... 380
Neversink Valley..... 70
Newburgh, Dutchess and Connecticut... 383
Newburgh and Poughkeepsie..... 70
New England and South Western..... 70
New England and Western..... 70
New Hamburgh and Poughkeepsie Connecting..... 70
New Jersey and New York..... 388
New Jersey and Staten Island Junction. 70
New York Arcade..... 70
New York Bay Extension..... 70
New York and Brooklyn (cable)..... 70
New York, Boston, Albany and Schenectady..... 56
New York and Boston..... 70
New York and Boston Inland..... 56
N. Y., B'klyn and Man Beach, lessor... 394
New York, Brooklyn and Sea Shore..... 56
New York and Canada, lessor..... 397
New York and Canada, lessee..... 399
New York Canadian Pacific..... 56
New York Central and Hudson River.... 403
New York Central and Hudson River, lessee.... 148, 150, 267, 351, 376, 420, 479, 520, 579, 613, 651, 656, 670, 491, 684
New York Central, Hudson River and Fort Orange..... 418
New York Central Niagara River, lessor. 420
New York, Chicago and St. Louis..... 421
New York City and Westchester..... 70
New York and Coney Island, lessor..... 428
New York, Connecticut and Eastern..... 56
New York Connecting..... 56
New York District..... 70
New York and East River..... 56
New York Harbor..... 70
New York and Harlem..... 888
New York, Lack. and Western, lessor... 429
New York, Lake Erie and Western..... 432

PAGE.
New York, Lake Erie and Western, lessee, 127, 141, 186, 231, 232, 265, 342, 369, 378, 502, 505, 570, 629, 472, 664
New York and Long Beach..... 441
New York and Long Island Suburban.... 56
New York and Long Island..... 71
New York and New England..... 442
New York, New England and Northern.. 56
N. Y., N. H. and Hartford, lessee.. 278, 450
New York, New Haven and Hartford.... 450
New York and New Jersey Tunnel..... 58
New York and Jersey City (cable)..... 71
New York, New Jersey and Eastern..... 71
New York and New Jersey Terminal..... 71
New York and Northern..... 459
New York, Ontario and Western..... 465
New York, Ontario and Western, lessee, 577
New York, Penn. and Ohio, lessor..... 472
New York, Penn. and Ohio, lessee..... 476
New York and Putnam, lessor..... 479
New York and Queens County Tunnel... 71
New York and Rockaway Beach..... 481
New York and South Beach..... 76
New York and Sea Beach..... 487
New York Underground..... 58
New York, Susq. and West. lessee.. 371, 530
New York, West. and Putnam, lessor.... 465
New York and Yonkers..... 71
Niagara Falls Branch, lessor..... 491
Niagara Junction..... 493
Niagara Falls and La Salle..... 71
Niagara Falls and Lewiston..... 71
Niagara Falls and Whirlpool..... 71
Niagara River and Erie..... 58
Niagara Shore Terminal..... 71
Northern Adirondack..... 496
Northern Central of Penn., lessee.. 219, 226
Northern of New Jersey, lessor..... 502
Nyack and Northern, lessor..... 505
Oatka Valley..... 56
Ogdensburg and Lake Champlain..... 507
Olean, Bradford and Warren, lessor..... 513
Oneida, Oneonta and New York..... 58
Oneonta and Otego Valley..... 71
Oneonta and Earlville..... 58
Oneonta and Richfield Springs..... 58
Onondaga Lake..... 71
Ontario, Carbondale and Scranton, lessor, 513
Orange County..... 516
Oscawana and Cornell..... 71
Ossining..... 71
Oswego and Rome, lessor..... 520
Oswego and Syracuse, lessor..... 521
Otis Elevating..... 523
Ottawa, St. Lawrence and Schenectady, 71
Owasco River..... 527
Oyster Bay Extension..... 71
Peekskill Valley..... 71
Penn., Poughkeepsie and Boston, lessor, 530
People's Rapid Transit..... 71
Perth Amboy..... 71
Philadelphia and Reading..... 533
Philadelphia and Reading, lessee..... 162
Phila., Honesdale and Albany..... 70
Phila., Reading and New England, No. 1, 535
Phila., Reading and New England, No. 2, 539
Phila., Reading and New England, lessee, 280
Pittsburg, Chautauqua and Lake Erie... 71
Pittsburg, Lackawanna and Western.... 71
Port Chester and Tarrytown..... 58
Port Jervis, Monticello and New York... 544
Poughkeepsie Bridge..... 71
Poughkeepsie Connecting..... 71
Poughkeepsie and Connecticut..... 71
Poughkeepsie and Delaware Valley..... 71
Poughkeepsie and Eastern..... 549
Poughkeepsie and Hudson..... 58
Poughkeepsie, Hartford and New Eng'd, 71
Poughkeepsie and South Eastern..... 71
Poughkeepsie Terminal..... 71
Prospect Park and Coney Island..... 554

PAGE.

Prospect P'k and Coney Isl'd, lessee, 498, 560
Prospect Park and South Brooklyn, lessor ... 560
Racket River ... 71
Rensselaer and Saratoga, lessor ... 561
Rensselaer and Saratoga, lessee ... 260, 564
River Bridge ... 71
Rochester and Genesee Valley, lessor ... 570
Rochester and Honeoye Valley ... 71
Rochester and Lake Beach ... 71
Rochester and Lake Ontario ... 571
Rochester and Lake Ontario, lessor ... 574
Rochester, N. Y. and Penn., lessor ... 576
Rochester Terminal ... 71
Rockaway Electric ... 71
Rockland Lake ... 58
Rome and Carthage ... 71
Rondout Valley ... 71
Rome and Clinton, lessor ... 577
Rome and Sylvan Beach ... 71
Rome, Watertown and Ogdensburg, lessor ... 579
Saranac and Lake Placid ... 585
Saratoga and St. Lawrence, lessor ... 582
Saratoga and Schenectady, lessor ... 583
Saratoga and St. Lawrence Extension ... 71
Schenectady and Albany ... 71
Schenectady and Duanesburg, lessor ... 589
Schenectady and Mechanicville ... 591
Schoharie Valley ... 592
Sea Beach and Sheepshead Bay ... 71
Seneca County ... 71
Seneca Electric ... 595
Silver Creek and Dunkirk ... 71
Silver Lake ... 595
Skaneateles ... 603
South Brooklyn and Flatbush ... 72
South Brooklyn R. R. and Term. Co ... 607
South Cairo and East Durham ... 58
Southern Central, lessor ... 610
Spuyten Duyvil and Port Morris, lessor ... 613
Staten Island, lessor ... 614
Staten Island Northern ... 72
Staten Island Rapid Transit ... 616
Staten Island Rapid Transit, lessee ... 614
St. Lawrence ... 72
State Line and Stony Point ... 72
Sterling Mountain ... 622
Stony Clove and Catskill Mountain ... 625
St. Regis and Salmon River ... 72
Suspension Bridge and Erie Junction, lessor ... 629
Syracuse and Baldwinsville ... 632
Syracuse, Binghamton and New York ... 634
Syracuse, Geneva and Corning, lessor ... 640
Syracuse, Geneva and Corning, lessee ... 642
Syracuse and Oneida Lake ... 71
Syracuse and South Bay ... 72
Terminal Underground ... 58
Terminal Union ... 72
Ticonderoga ... 72
Tilly Foster Mine ... 58
Tioga ... 647
Tioga, lessee ... 204
Tivoli Hollow ... 653
Troy and Averill Park ... 72
Troy and Bennington, lessor ... 654
Troy and Greenbush, lessor ... 656
Troy and New England ... 72
Troy, Saratoga and Northern, lessor ... 614
Troy Union, lessor ... 657
Twenty-third Street District ... 72
Ulster and Delaware ... 658
Ulster and Delaware, lessee ... 158, 205
Unadilla Valley ... 72
Union, lessor ... 664
Union Terminal, lessor ... 665
United States and Canada ... 658
United States Harvey Way Construction Company ... 72
Utica, Adirondack and Saratoga ... 72
Utica and Black River, lessee ... 150
Utica and Black River, lessor ... 670
Utica, Che. and Susq Valley, lessor ... 672
Utica, Clinton and Binghamton, lessor ... 674
Utica and Unadilla Valley ... 72
Valley, lessor ... 676
Wallkill Valley ... 678
Warren, Sugar Grove and Mayville ... 72
Washington County ... 58
Waverly and State Line, lessor ... 683
Wellsville, Coudersport and Pine Creek ... 684
West Brooklyn ... 72
Westchester ... 58
Westchester and Long Island Tunnel ... 72
Westchester and Putnam ... 72
West Davenport ... 72
Western New York and Pennsylvania ... 691
Western New York and Pennsylvania, lessee ... 253, 254, 513, 576, 693
Westfield and Chautauqua ... 72
West Shore, lessor ... 699
West Troy and Green Island, lessor ... 698
Williamsport and Binghamton ... 72
Williamsville, Marlboro and Buffalo ... 72
Wilson Terminal ... 72
Windsor Beach and Ontario ... 72
Youngstown and Buffalo ... 72

Annual Reports of Elevated Steam Railroad Companies.

Atlantic Avenue ... 58
Brooklyn Elevated ... 708
Fulton Elevated, lessor ... 708
Kings County ... 710
Long Island Elevated ... 58
Manhattan ... 715
Sea Side and Brooklyn Bridge ... 58
Sea View ... 720

Annual Reports of Palace Car and Sleeping Car Companies.

Wagner Palace Car ... 727

Annual Reports of Surface Street Railroad Companies.

Albany ... 731
Amsterdam ... 734
Amsterdam Electric ... 72
Astoria ... 72
Astoria, Blissville and Calvary Cemetery, 72
Atlantic Avenue ... 737
Atlantic Cable ... 72
Auburn City ... 741
Auburn and Owasco Lake Electric ... 72
Babylon ... 744
Binghamton ... 746
Bleecker Street and Fulton Ferry, lessor, 750
Bouteuburg ... 72
Bridge Tunnel ... 72
Broadway ... 72
Broadway, of Brooklyn ... 751
Broadway Ferry and Metropolitan Ave. ... 755
Broadway, Lexington and Fifth Avenues 72
Broadway and Seventh Avenue, lessor ... 757
Broc on ... 72
Brooklyn Annex ... 72
Brooklyn, Bergen Beach and Canarsie ... 72
Brooklyn Bridge and South Ferry ... 72
Brooklyn Cable ... 72
Brooklyn City ... 760
Brooklyn City and Newtown ... 764

PAGE.
Brooklyn Heights 767
Brooklyn, Mapleton, Van Pelt Manor and Bergen Beach 72
Brooklyn and Jersey City Ferry 72
Brooklyn, Queens County and Suburban, 771
Brooklyn Suburban 72
Broome and Delancey Street Crosstown, 72
Broome, Delancey and Spring Street 72
Buffalo 775
Buffalo, Belleview and Lancaster 778
Buffalo and East Aurora Electric 72
Buffalo, Electric and Cable Street 72
Buffalo and Hamburgh 72
Buffalo, Kenmore and Tonawanda Elec. . 58
Buffalo and Lancaster Electric 72
Buffalo and Niagara Falls Electric 72
Buffalo, North Tonawanda and Sanborn Electric 72
Buffalo and Tonawanda 72
Buffalo, North Main Street and Tonawanda Electric 781
Buffalo, Tonawanda and Niagara River, 72
Buffalo and Williamsville Electric 784
Burnet Street Car 72
Canandaigua Electric Light and Railroad Company 787
Canisteo Valley Electric 72
Capitol 72
Catskill City 72
Cayadutta Electric 788
Cayuga Lake Electric 58
Central Crosstown (New York city) 792
Central Park, North and East River (New York city) 795
Christopher Street and James Slip Ferry, 58
Christopher and Tenth Street (New York city) 797
Citizens' 72
Citizens' Street of Fishkill 799
Citizens' Electric (Buffalo) 72
Citizens' Electric (Corning) 72
Citizens' Railway of Jamestown 72
Citizens' Street 72
Citizens' Street (Rochester) 72
Citizens' Surface (Hornellsville) 72
City Island 801
City of Poughkeepsie 802
Colonial City 72
Columbus and Ninth Avenue 58
Coney Island and Brooklyn 803
Coney Island Electric 72
Coney Island, Ft. Hamilton and Brooklyn, 72
Coney Island and Gravesend 72
Coney Island Surface 58
Corning and Painted Post 72
Cortland and Homer 806
Cortland and Homer Traction 72
Court St and East End (Binghamton) ... 809
Crescent (Long Island City) 72
Crosstown (Buffalo) 811
Dansville Electric 72
Depot Belt Line 72
Dunkirk and Fredonia Rapid Transit 72
Deerfield and Utica 814
Deer Park and Babylon 72
Dry Dock, East Broadway and Battery (New York city) 816
Dunkirk and Fredonia 820
East Chester 72
East River, Cent. Park and North River. 72
East River and Newtown 72
East Side (Elmira) 823
East Side of Rochester 72
East and West (New York city) 72
East and West Ferries 72
Eighth Avenue (New York city) 824
Eighth Ward (Syracuse) 72
Electric (Auburn) 72
Eleventh Ward (Syracuse) 72
Elmira and Horseheads 827
Elmwood Avenue and Tonawanda 72
Elmira Transfer 830
Ferry Crosstown 72

PAGE.
Fifth Avenue Railway 58
Fiftieth Street, Astoria Ferry and Central Park 60
Fifty-ninth Street 72
Fifty-second street, Fifty-third Street and Eastern Boulevard 72
Fishkill and Matteawan 72
Flushing and College Point 831
Flushing and College Point Electric 72
Flushing, Newtown and Long Island City, 72
Fonda and Fultonville 72
Fort Plain 72
Forty-second Street and Grand Street Ferry (New York city) 834
Forty-second Street, Manhattanville and St. Nicholas Avenue (New York city) .. 835
Frankfort and Ilion 839
Fulton and Cortlandt Street Ferry 72
Fulton and Montgomery Electric 72
Fulton Street Crosstown 72
Fulton and Oswego Falls 841
Fulton, Wall Street and Cortlandt Street Ferries 60
Geddes 72
Geneva Electric 72
Geneva Surface 72
Geneva and Waterloo 72
Glens Falls, Sandy Hill and Fort Edward, 843
Gloversville Street Electric 72
Gravesend, Flatlands, Flatbush and Brooklyn 72
Harlem, Brook Avenue and Woodstock .. 72
Harlem Crosstown 72
Harlem and King's Bridge 72
Harlem and Riverside Park 72
Harlem River and Woodstock 72
Harlem, Mott Haven and Morris Avenue .. 72
Herkimer and Mohawk 846
Hoosick 72
Hornell 72
Hornellsville 72
Hornellsville and Canisteo 848
Hornellsville Electric 850
Houston and Hoboken 72
Hudson Electric 853
Hunter's Point Avenue and Calvary Cemetery 72
Huntington Street 72
Huntington 856
Interstate Traction Co 72
Ithaca 858
Jamaica and Brooklyn 861
Jamestown 864
Jerome Avenue 72
Johnstown, Gloversville and Kingsboro .. 867
Kingsbridge Cable 72
Kings County Electric 72
Kingston City 869
Lansingburgh and Cohoes, lessor 872
Larchmont 873
Laurel Hill, New Calvary and Lutheran Cemetery 72
Lexington Ave. and Fourteenth St 72
Lexington Avenue and South Ferry 72
Lock City Electric 72
Lockport and Olcott Beach 72
Long Island City and Newtown 875
Long Island Electric 72
Lyons 72
Madison Avenue and Eighty-sixth St 60
Madison Avenue and Twenty-third St 72
Manhattan Surface 72
Melrose and West Morrisania 72
Metropolitan Street 878
Metropolitan Surface, No. 1 72
Metropolitan Surface, No. 2 72
Middletown 72
Middletown S. R. R. and Power 72
Middletown-Goshen Traction 882
Mohawk and Ilion 884
Montague Street 72
Morris Avenue 72
Mount Vernon and New York 72

PAGE.

Nassau Electric 73
Newburgh 72
Newburgh Electric 886
Newburgh, New Windsor and Balmville, 73
New Paltz and Highland Electric 73
New York City Suburban Surface 73
New York, Elmsford and White Plains .. 73
New York and Harlem 888
New York and Palisade 73
New York and South Mount Vernon 73
New York, Mapleton and Van Pelt Manor 73
New York Suburban 74
New York Surface 74
New York, White Plains and Mamaroneck 73
Niagara Electric 74
Niagara River Street 74
Niagara Falls and Suspension Bridge 891
Niagara Falls, Whirlpool and Northern .. 74
Ninth Avenue (New York city) 895
North Mount Vernon 897
North New York 74
North New York Junction 74
North Side, of Rochester 74
North Third Ave. and Fleetwood Park ... 74
Ocean Parkway Transit 74
Ogdensburg 899
Olean 901
One Hundred and Fifty-sixth Street 74
One Hundred and Sixteenth Street and Fort Lee Ferry 74
Oneida 904
Oneida Street (Utica), lessor 906
Oneonta 908
Ossining Electric 910
Oswego 913
Peekskill 74
Pelham Park 916
Pelham and Traver's Island 74
People's (Brooklyn) 74
People's Electric (Buffalo) 74
People's Surface 74
People's of Syracuse 919
Port Chester and Rye Beach 74
Port Chester, White Plains and Tarryt'n. 74
Port Jervis Electric 74
Port Jervis and Suburban 74
Port Richmond and Prohibition Park ... 922
Poughkeepsie and Wappingers Falls 74
Queen City 72
Rapid Transit, of Troy 74
Rhinebeck and Rhinecliff 60
Richmond County 74
Rochester 924
Rochester Cable 74
Rochester City and Brighton Terminal .. 74
Rochester Electric 928
Rochester and Irondequoit 930
Rockaway Village 933
Rome City 935
Sackett Street 60
St. Nicholas Avenue and Crosstown 74
Salamanca Electric Surface 74
Salina and Oakwood 74
Saratoga 74
Saratoga Rapid Transit 74
Sauquoit Valley Electric 74
Schenectady 938
Sea Cliff Inclined Cable 941
Second Avenue (New York city) 943

PAGE.

Seneca Falls, Restvale and Cayuga Lake. 74
Sheepshead Bay and Coney Island 74
Sherman Park and Westchester County .. 74
Sixth Avenue (New York city) 947
South Avenue Surface 72
South Beach 74
South Brooklyn Street 74
Southern Boulevard 74
Staten Island Midland 949
Staten Island Sea Beach 60
Steinway 950
Stillwater and Mechanicville 954
Suburban Traction 74
Susquehanna Valley Electric Traction ... 74
Syracuse 74
Syracuse Consolidated 957
Syracuse Electric 74
Syracuse Union 74
Syracuse Street 960
Third Avenue (New York city) 963
Third Street (Newburgh) 74
Thirty-eighth and Thirty-ninth Streets .. 74
Thirty-first Street 74
Thirty-fourth Street 60
Thirty-fourth Street Ferry and Eleventh Avenue 60
Thirty-ninth Street, Brooklyn Ferry and Suburban 74
Tonawanda Electric 967
Tonawanda Street 969
Troy City 972
Troy and Cohoes, lessor 976
Troy and Lansingburgh 979
Twenty-eighth and Twenty-ninth Streets, 60
Twenty-third Street (New York city) 977
Twenty-third Street Ferry and Newtown, 74
Union (New York city) 981
Union Electric of Saratoga 984
Union Passenger Railway and Transfer Company 74
Union Street (Brooklyn) 74
Utica Belt Line 987
Utica and Mohawk 990
Valatie and Kinderhook 74
Van Brunt Street and Erie Basin (Brooklyn) 993
Van Nest, West Farms and Westchester Traction 74
Wakefield and Westchester Traction 74
Wall Street Ferry 74
Washington Bridge, Tremont and Westchester 74
Waterford and Cohoes, lessor 995
Watertown 997
Watervliet Turnpike and Railroad, lessor, 997
West Brooklyn Electric 74
Westchester Electric 999
West Farms and Westchester Traction .. 74
West Side (Elmira) 1002
West Side (New York) 74
West Side (Rochester) 74
West Water Street 74
Whitestone and College Point 74
Williamsburg and Westchester Traction, 74
Williamsbridge, Woodlawn and Westchester 74
Yonkers 1005
Yonkers Street 74
Yonkers, Mt. Vernon, Pelham and New Rochelle 74

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